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385 • July 2005

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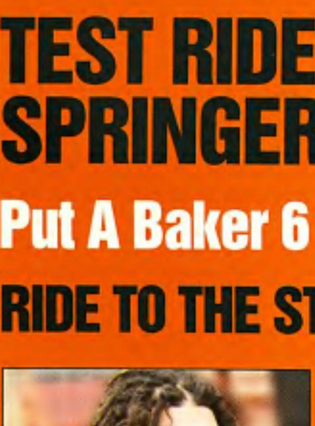

Billy Lane's Badass Bobber

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TRIPLE
THREAT
The Cobra and Drag Specialties names are brought together here by a third big name – Denny Berg of Berg Productions. As you can plainly see, it's a winning combination.
Like Denny, you too can create a head-turning custom. Get on down to your Drag Specialties dealer. Take a look at the FatBook. Then get ready to create your own wild combo.
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TakingItEasy

Chicago's "mad-scientist" gourmet chef (as he was described by one customer) creates his signature dishes with the help of cutting-edge technology—such as fishless sushi made with edible, **fish-flavored paper** containing designs produced on an inkjet printer (yum). Among the projects planned for his restaurant: baking with a "Class IV" laser (the kind used in welding and surgery) that will cook the center but not the outside; using helium and superconductors to make food levitate; and developing edible utensils, tables and chairs. (Wonder how business is doing?)

A sad commentary on our times: two girls, 17 and 18, decided to bake cookies as a gesture of kindness for their neighbors and then to deliver them with notes reading, "Have a great night!" Their town is small enough (population 14,000) that **nighttime visits** can sometimes be made without creating anxiety, but apparently not at the house of one of their stops. The woman was so traumatized by the 10:30 p.m. knocking at her door that she wound up in the hospital emergency room the next day and then sued the girls for that expense. She was awarded $900 by a judge, which sent the girls into tears. But fear not, there's a happy ending to this story—the townspeople chipped in to pay the $900. (Next time you have a kind thought in your head, forget it.)

In articles in recent issues of *Current Biology*, researchers studying the dance fly concluded that males will be males. The **male dance fly** was found by a team from the University of Western Australia to sometimes present a female with worthless tokens for the opportunity to mate with her, but by the time she discovered their worth, he had already hit and run. (No such thing as foreplay for dance flies.)

A member of a school board in Texas was convicted of disorderly conduct for threats against a colleague. At a meeting the school board member had continued speaking after her colleagues had ruled her out of order. So she told her colleague, "I'm going to **stomp a mud hole** in your ass." (Good expression, gotta remember it.)

Life has its oddities: A woman testified against a man who had hit her with **a beer bottle in a brawl,** sending him to a 12-year sentence. When the doctors examined her after the attack, they discovered and treated an unrelated tumor that they would not have found in time had she not received the beer-bottle concussion. And yet another coincidence: A man unexpectedly came out of a two-week coma five minutes after a friend whispered a message to him from their boss who had said, "You tell him to wake up, get out of bed, and get his ass back to work."

Sanitation workers in Nairobi, Kenya, finally, after 10 years of complaints, cleaned up a market (the country's largest fruit and vegetable facility), finding an estimated 750 tons of garbage, **38 tons of human waste,** and about 6,000 rats. (Remind me to take that stop off my itinerary.)

A state senator testified in a juvenile court hearing that his child support payments should be reduced in accordance with a state law that he had introduced on behalf of **fathers with many children.** The senator owns two homes, lives part-time in one with his ex-wife and their three children (with another on the way), and lives part-time in the other with his ex-girlfriend and their two children. Because of these responsibilities, he said he should have lesser payments to a third woman who is the mother of his 10-year-old daughter. (Now that's one busy senator.)

Here's an inventive war tactic: An Air Force research team in the '90s included a recommendation to expose enemy troops to powerful aphrodisiacs to distract them into **lustful hookups** with each other (irrespective of gender). Can't you just picture a bunch of enemy soldiers tearing each other's clothes off amidst heavy fire?

Other ideas: Giving the enemy severe halitosis so they could be detected within a civilian population and overrunning enemy positions with rats or wasps, and creating waves of fecal gas. We have such creative minds at work in our government.

A guy robbed a gas station and eluded police in a high-speed getaway. But **he got lost** and wound up back at the same station. He must have been disoriented, since he asked for directions, which gave the clerk plenty of time to notify police. (Proof that men should never ask for directions.)

We've put some of these in this column before—here are a few more. (These are **things people actually said** in court, word for word, taken down by court reporters.)

Q: Do you recall the time that you examined the body?
A: The autopsy started around 8:30 p.m.
Q: And Mr. Dennington was dead at the time?
A: No, he was sitting on the table wondering why I was doing an autopsy.
Q: What is your date of birth?
A: July 15th.
Q: What year?
A: Every year.
Q: Are you sexually active?
A: No, I just lie there.
Q: What gear were you in at the moment of the impact?
A: Gucci sweats and Reeboks.

A Romanian woman was arrested for shoplifting—she had four packs of frozen lamb, three fresh chickens, three packs of stock cubes, finger chilies, a packet of burgers, garlic, peppers, socks and underwear, plus almost five pounds of oranges and apples in **a special sack under her robes.** Now get this—she told police that not many stores in Romania had carts, and thus, this is how people shop. (I'm trying to envision all this stuff under her "robes" and her valiant efforts to hang onto them and add to the collection.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 385 • JULY 2005

FEATURES

Asphalt Ballet **8**
Kendall Johnson Is One Step Away.

Xtreme Theme **18**
Xtreme Chopper Supply Does Up A Right Nice Show Bike.

Silver Streak **56**
Mike Ballew Puts A Twist On Things.
(Featured on the cover)

A Yankee In King Peach's Court **78**
Jim Attenborogh's 1956 FLH Flashback.

Supertail **98**
Breakin' Da Law.

A Classy Softail **170**
Harley-Davidson's Springer Softail Classic.

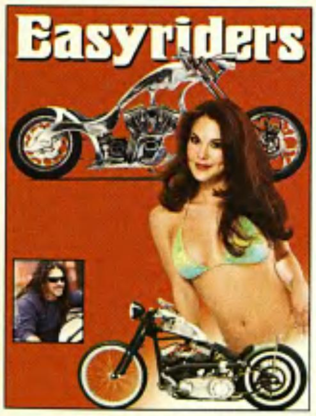
READERS' RIDES

Mike Brunson **165**
and his 1946 Flathead.

Terry Loyd **166**
and his 2004 Route 11 Custom.

Jeremy Schaffrath **167**
and his 2004 Hardcore 2.

Joseph Tabshey **168**
and his 2004 Custom Chopper.



Mike Ballew Custom shot by Nate Ullrich(Martha shot by Mike Chase). Billy Lane's Bobber shot by Michael Lichter. Cover imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale July 5th, 2005. **Printed in the USA.**

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SPECIAL FEATURES

Dyno-Drags Nationals **66**
A Shootout Of The Fastest.

Hell's Belle **88**
Billy Lane's Badass Bobber

Wheel And Tire Guide **156**
Spin 'Em, Baby!

THE TECH GARAGE

Guide To Brakes **50**
Pure Stopping Power.

Fat 200 Kit **153**
From Doherty Machine.

Baker 6-Speed Install **154**
For A Road Rashed Road Glide.

ARTICLES

Puerto Rico Bike Weekend **36**
Ridin' In Paradise.

KC Creations **42**
In-House Fab And Paint.

J&P Sweepstakes Winner **48**
Congratulations, Michele!

The Brute **94**
Ultima 120 Motor.

When Did Things Get So Complicated **104**
Ponderings by Greg White.

Pure Gold...With A Twist **106**
Jason Kangas' Twisted Chopper.

Gramps And The Harley **110**
A True Road Tale By Edna Norrell.

Steel Pony Express **114**
Rockin' The Delta, Again.

DEPARTMENTS

Taking It Easy **3**

Wordmonger **6**

Parts Box **14**

Happenings **24**

Easynews **27**

Tech Letters **46**

In The Wind **70**

Fox Hunt Contest **84**

Fox Hunt Winner, Martha **98**

Advertisers' Index **176**

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WordMonger

Response To "Outrage"

I'm writing to Don Albert in response to his letter "Outrage" in the January issue. Please see that he gets this letter, or that it is printed for all to see.

I assume you're one who wears only the "name brand clothing." I assume that Billy Lane (who makes many Charlie clothing items) is just beneath you.

Also, by wearing Manson, I'm not promoting or even endorsing his behavior. I am, however, acknowledging that he is a public icon, a piece of history, as well as a convicted felon.

For you to belittle all of the hard work, time and money I put into my bike just because you don't like the T-shirt I'm wearing—that's the real "outrage."

I'm sorry that my "character" has offended you; however, you have no character—so we're even.

Andy Ivey, Jr.
Texas

P.S. Thanks to Jody Breaux of Louisiana for voicing his/her opinion in the April issue.

KMRO

I'd like to announce the formation of a new motorcycling family in Kentuck: The Motorcycle Riders Organization of Kentucky, better known as KMRO. The KMRO was brought together by motorcyclists in Kentucky who wanted to band together to form a family-oriented organization. The main purpose of the KMRO is to foster brotherhood among all motorcyclists and promote a better image of riders through charity and goodwill throughout the community. I'd like to clarify that we are not a politically oriented organization, but we stand at the ready to assist the KMA/KBA and ABATE or other rights organization if need be.

We are in no way trying to replace any other organization or group. This is an organization for the people and run by the people. We welcome members of all organizations to join up and help in the mission we have chosen. There are currently three regions set up for the KMRO in Kentucky and growing.

Please check out our Web site at www.kmro.org to find a meeting close to you.

George W. Rose
State Director
KMRO

First Harley

I just bought my first Harley 2005 Sporty from Savannah H-D in Georgia, just west of I-95. They're the nicest bunch of people to deal with I've ever met. I love the bike. Some say it's too small and I won't like it because it's a "girl's bike." I think they have an ego problem or just a large ass. The bike is quick, nimble and very much fun to ride. I wouldn't think twice about riding it across country.

Henry The Trucker
Out There Somewhere

Front Line Photo

Thought I'd send you this photo (below) from the front line in Afghanistan—just to let you know that we really enjoy your magazine—especially "Passin' Gas."

Chandler
Afghanistan

Laughter is always the best medicine. Stay safe out there.

Lane Splitting

Recently I had the chance (had to) to spend some time with a CHP officer in California. He told me how they interpret the law: "You may lane split with another bike or car as long as no part of your bike is hanging over the lane markers (that means even your mirrors). If we can prove that you were straddling both lanes, we will give you a ticket!" He went on to say that it's the same for pulling over a drunk driver. "Once you have swerved in the far lane far enough to have any part of your car go into the other lane, your tires don't even have to hit the markers (driving by Braille). We will make the stop."

So. Cal Style
Cyberspace

From The Pits of Hell

For starters, thanks for a fine magazine. I'm an American contractor supporting our troops in Baghdad in Operation Iraqi Freedom. Because of censorship in this country, I'm forced to have my girlfriend mail your magazine to me.

While reading your December '04 issue (while at home on R&R), I came across pictures of a couple of soldiers "bragging" about their biking accomplishments. Not to be outdone, I thought I'd send you a couple of photos. One is of myself and the sole H-D dealer in Baghdad (I'm the one on the right). The dealer is standing next to me. The other is a photo of my Christmas present to myself that I was able to pick up while at home.

Keep up the good work on your magazine.

Steve Orgeron
Baghdad

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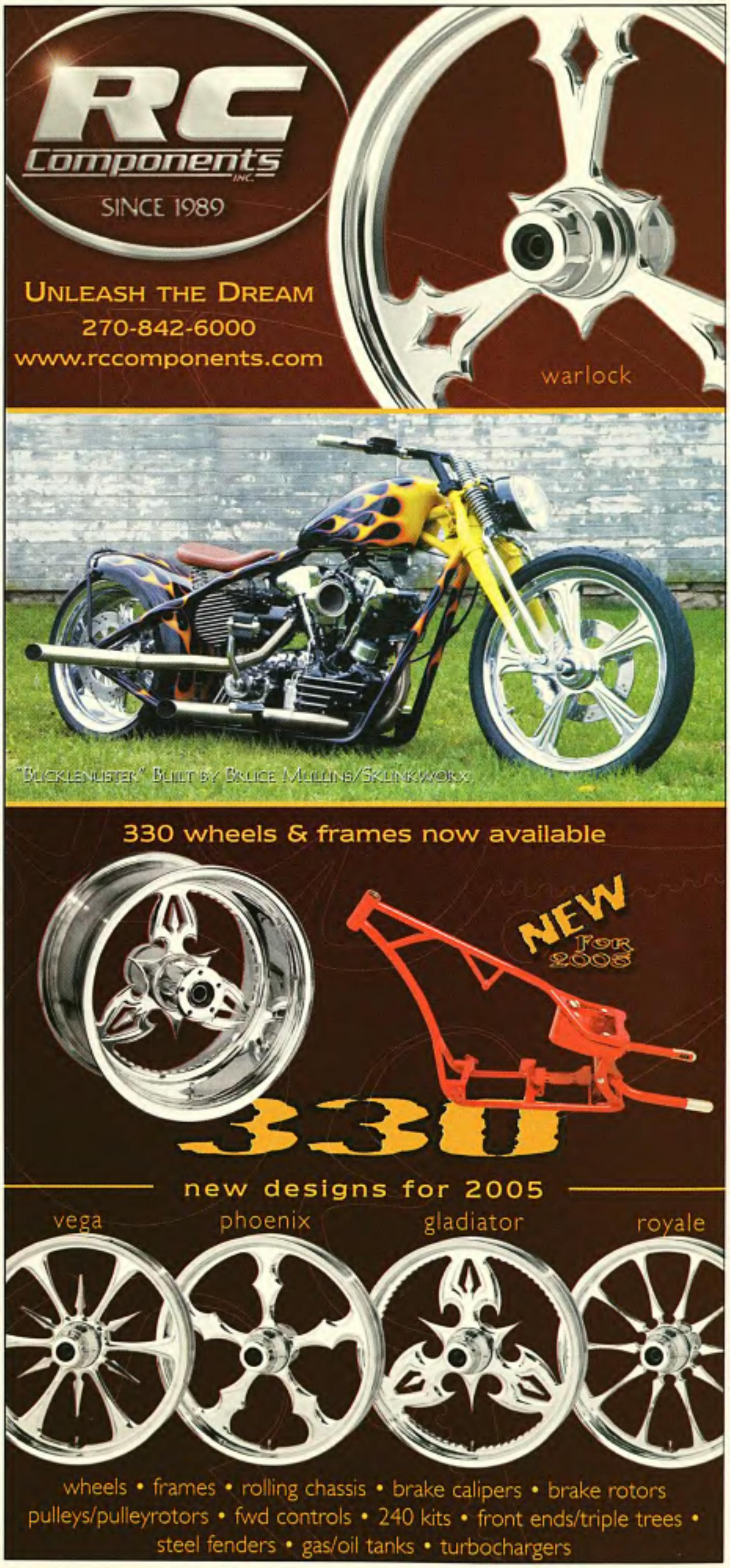


ASPHALT*ballet*

ALWAYS ONE STEP AWAY

Greg Haug practiced his steps along a commonly traveled line of bikes from a stock Harley-Davidson to a factory-custom Big Dog until he was finally ready to go to the big dance. Greg wanted the best of the best, and Kendall Johnson was most

impressive to him, since he could get the perfect combination of style and power in one place.

One of the things that attracted Greg's eye to Kendall Johnson Customs in Winston-Salem, North Carolina, was that KJC is a registered manufacturer and that makes it easier to get your custom bike financed and insured.

When they met, Greg told Kendall that he wanted an 8-inch-over springer front end with a 4-inch stretch in the frame, a 280mm-wide rear tire and a jockey shift. His previous experience with an S&S 107 motor made quick work of choosing the overly stout S&S 124 with a full-on Killer Clown Performance treatment.

After discovering Greg was planning to ride his new bike as much as the old one, Kendall mentioned that the learning curve could be a tall one. As it turned out, Greg decided against the suicide shift option when he imagined himself grabbing for a clutch lever that isn't there in the first 100 feet of an 80 mph sideways slide. Greg is always one step away from doin' the "Asphalt Ballet."

The choreography Kendall does with an already-vicious 124-inch S&S mill is seriously killer; you can get one of their performance kits to freshen up your old wheezin' mill to the point it rips the bark right off a pine tree. Kendall warned Greg that it usually takes a chain to tame such enormous torque. But Greg, a mechanical engineer who works for a company that builds nuclear reactors for the United States Navy, really wanted a belt drive final. Kendall agreed to slip on a belt, as long as Greg promised to keep his throttle hand on the lighter side.

Chad at Copperhead Graphics was great to work with and he was more than capable of putting every nuance of Greg's ideal paint scheme into motion on Asphalt Ballet's sheet metal.

The Asphalt Ballet makes a 93-inch-long shadow on the highway, but it isn't there long enough to keep the tarmac cool on a hot day since Greg dances the dog shit out of it. The Redneck Engineering springer front end, along with the work of KJC fab guy Craig, is why Asphalt Ballet handles nimbly in the corners and is tank-like on the highway. Kendall put the first 200 test miles on it for Greg, and claims it is possibly the very best handling chopper they've built so far.

Kendall has kept busy making appearances at our Easyriders Bike Shows and putting together Discovery Channel *Biker Build-Off* bikes. And now he is moving into an even larger and more capable complex. But that didn't keep him from loading up Greg's bike and personally delivering it right to his doorstep. Talk about personalized customer service.

The first three times he appeared on the streets of his hometown of Clifton Park, New York, Greg was hassled by the local cops. Greg assured them that the LED turn signals, mirrors, rear pegs and horizontal mount license plate all met their requirements. After admitting they really only wanted a closer look at his bike, the boys in blue allowed him freedom of passage.

Greg never misses the chance to ride to the Americade, Laconia, AM-JAM and Harley Rendezvous rallies, so you can catch him there. But the best time to watch him doing passing lane pirouette's is somewhere between 5 and 7 in the morning because, "The roads aren't clogged and you can enjoy the morning air while watching the sun make it's way up."

While Greg keeps doin' his Asphalt Ballet, nasty Nicole sure enjoyed doin' a little dirty dancin' all over this scoot as well. Keep dancin', Greg.

—Cheese Biscuit

Owner: Greg Haug
City: Clifton Park, New York

General

Fabrication: Kendall Johnson Customs
Year/make: 2004 KJC
Model: Special Construction
Assembly: KJC
Time: 5 months
Chroming: Atlantic Coast

Engine

Year: 2004 S&S
Rebuilder: KJC
Ignition: KJC
Displacement: 124 cubic inches
Cam: KJC
Carb: S&S Super E with Davinci kit
Pipes: KJC

Transmission

Year/make: 2004 Baker 6-speed RSD

Painting

Molding: Copperhead Graphics
Painter: Chad at Copperhead Graphics
Color: atomic Kandy green
Type: House of Kolor
Special paint: Copperhead Graphics

Frame

Year/make: 2004 Extreme/KJC
Type: single curved downtube, air ride
Rake: 48 degrees
Stretch: 4 inches out
Shocks: Legend Air Ride suspension
Modifications: KJC

Accessories

Handlebars: KJC
Risers: KJC
Handlebar controls: Performance Machine
Fenders: Fat Katz/KJC
Headlight: KJC
Taillight: KJC
Speedo: KJC
Pegs: Performance Machine front, Perse rear
Foot controls: Performance Machine
Electrics: KJC
Gas tank: KJC
Oil tank: KJC
Primary: Primo
Seat: High Rollers
Mirrors: custom LED
Grips: Performance Machine

Front end

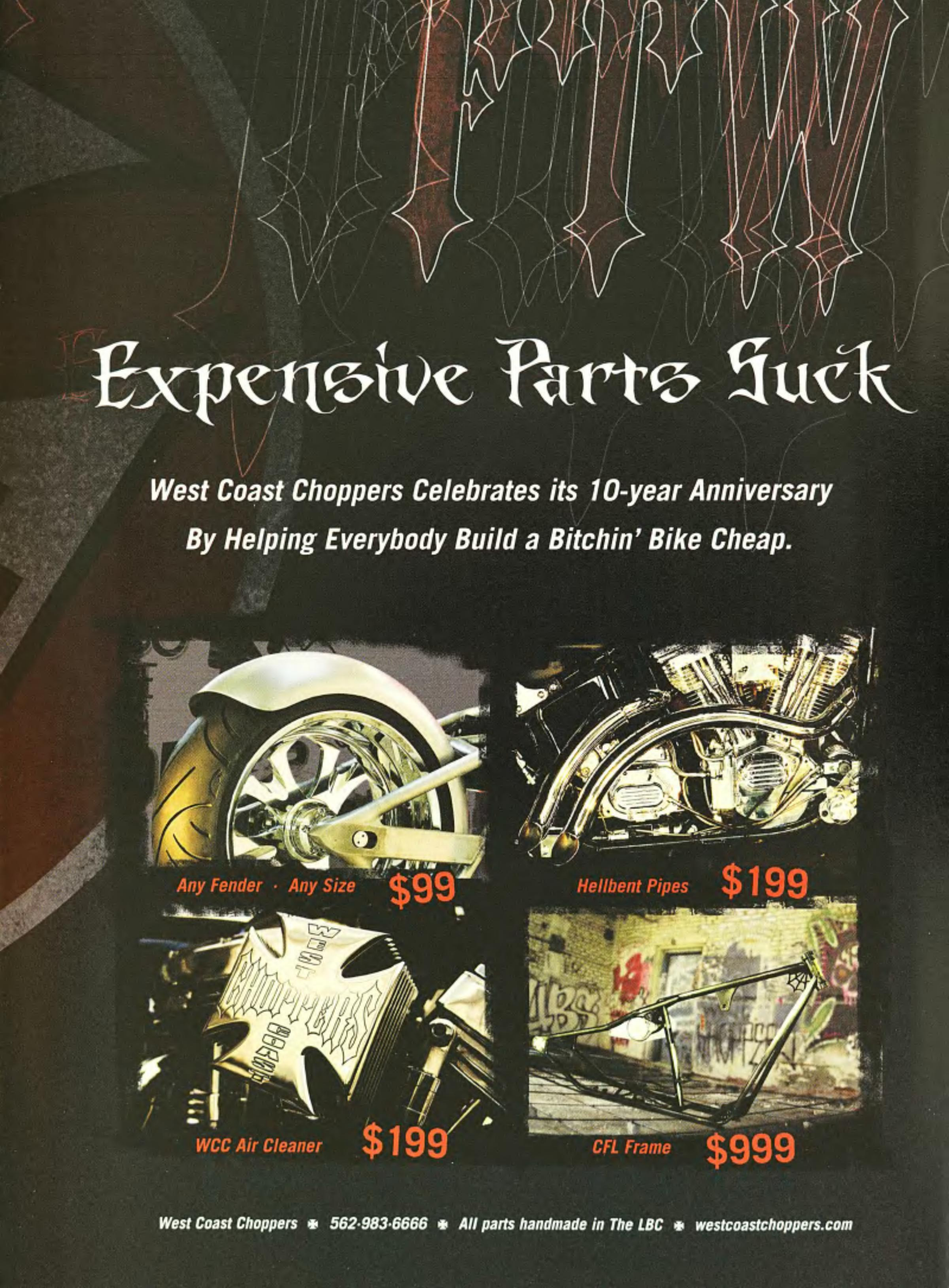
Type: springer
Builder: Redneck Engineering

Wheels

Make: Performance Machine Villain
Hub: Performance Machine
Size: 280 rear, 21-inch front
Tires: Metzeler
Brakes: Performance Machine

Special Thanks: Jeanne Patton
Photos: Brad Patton

WEST COAST CHOPPERS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Speak Softly And Carry Big Risers

Big Daddy Choppers now manufactures their new Magnum handlebar risers. They designed these risers to add style and attitude to any custom bike project. Made from billet aluminum, each set of Magnum risers provides 6.4 inches of rise and 4 inches of pullback. Risers are threaded for coarse-thread riser bolts and are made to accept 1-inch-diameter bars. Magnum risers can be ordered polished or chromed with white powdercoated grips, or completely black anodized. Unfinished grips are also available

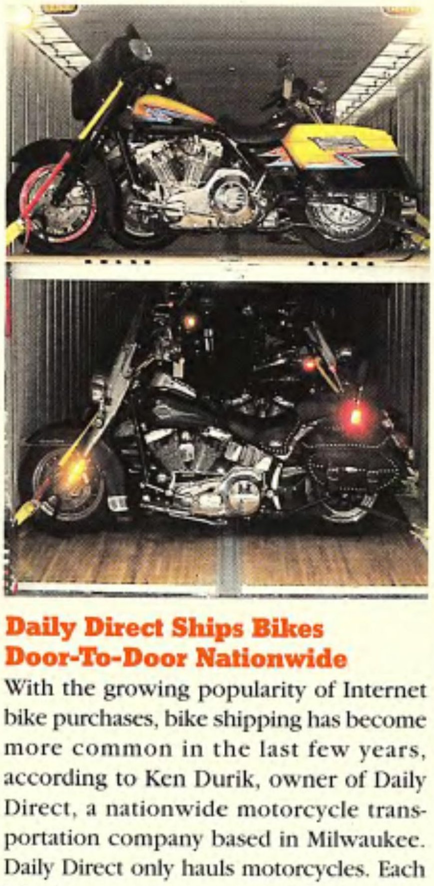
Go to www.bigdaddychoppers.com to find out more, or give Big Daddy a call at 731-635-2333.

Make Your Own Stainless Steel Exhaust With Classic Tubing

These brushed stainless steel tubes are available in sizes ranging from 3/4 to 3 inches outer diameter and can be used to create a custom exhaust system for any type of motorcycle. Stainless steel tubes combine excellent physical properties with remarkable resistance to the corrosive agents found in exhaust emissions, we're told.

Classic Tube says they have everything you need to fabricate a performance stainless steel exhaust system in whatever configuration you need. Using 16-gauge 304 stainless steel, Classic Tube has straight lengths, U-bends, J-bends, 90-, 45- and 15-degree bends, V-clamp and flange assemblies and straight overlapping tabs are available for immediate shipping.

To preview all the sizes and shapes of these easy-to-use tubes, log on at www.classictube.com or contact the tubing experts at Classic Tube by calling 800-882-3711.



Daily Direct Ships Bikes Door-To-Door Nationwide

With the growing popularity of Internet bike purchases, bike shipping has become more common in the last few years, according to Ken Durik, owner of Daily Direct, a nationwide motorcycle transportation company based in Milwaukee. Daily Direct only hauls motorcycles. Each bike is secured using a specially designed transporting system in enclosed trailers. The trailers have been designed and tested to protect their cargo against damage and wear. Daily Direct says their drivers are riders too, so they will treat every bike with the same care they would use when handling their own.

Thanks to Daily Direct, you can ship your bike at any time of the year. Just make sure to plan ahead—two to three months before—for big events like the Sturgis Rally or Daytona Bike Week. Average delivery time cross-country is two to three weeks.

Currently Daily Direct is offering their lowest rate of $398 from anywhere to anywhere within the continental U.S.

Check out the Daily Direct-Haul Bikes' site at www.haulbikes.com or give them a call at 1-888-HAULBIKES.

Dakota Thunder Roller Packages Are Builder-Friendly

Dakota Thunder recently introduced a full line of handcrafted, entry-level roller kits to its list of frames and roller packages. Available in both hidden-shock and rigid versions, Dakota Thunder rolling chassis are available with a number of rake, backbone, stretch and custom downtube choices, along with multiple tank, fenders and wheel options. The frames use CNC-machined components that are TIG welded for precision and strength.

Dakota Thunder says they design their roller packages to be builder-friendly. Packages start at $5,995.

Call Dakota Thunder today at 701-347-5852 or go to www.dakotathunder.us for more information.

Mean Street's Wild Front Ends

Mean Street has had to dive deep into the darkest corners of their designers' imagination to birth the new 56mm inverted Warlord front end. This wicked-looking front end features over-the-top styling that's not for the timid rider. The Warlord line of forks now complements Mean Street's established line of Predator 56mm front ends. Both fork models boast all billet aluminum construction.

These forks have smooth top clamps, come in custom lengths and can be ordered with single- or dual-brake caliper setups. You can also choose to run internal brake lines and raked fork clamps.

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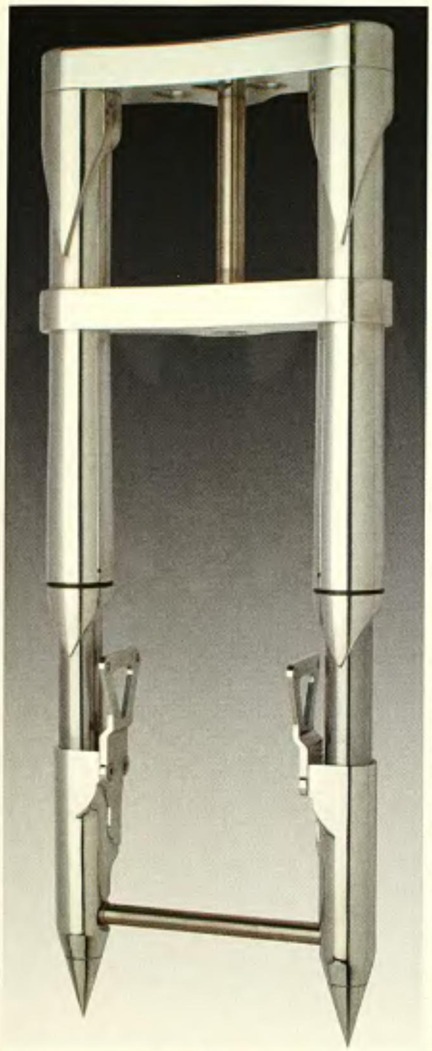
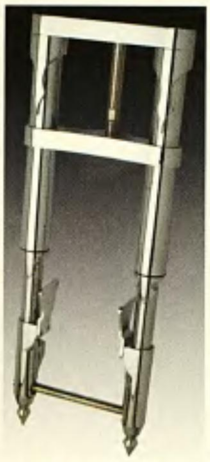




The Warlord forks are available in several finishes including black, chrome, or polished. In addition a special order can be made to get the components color-matched to your specifications.

Call Mean Street with your questions at 915-592-6887 or visit them online at www.meanstreetproducts.com.

Xtreme Machine Keeps New Wheel Designs Coming

Making its debut at the 2000 V-Twin Expo with a line of eight custom wheel designs, Xtreme Machine ever since has been an active member of our industry, regularly expanding its product range.

One of Xtreme Machine's new custom wheels is the Vandal. This wheel is based on a variation of the timeless 5-spoke design. The manufacturer also offers matching accessories such as drive pulleys and brake rotors that when combined, can enhance the looks of your project.

Call Xtreme Machine with your inquiries at 217-291-0200 or visit them at www.xtrememachineusa.com.

Pro-One's New Billet Air Cleaner For Road Stars

Pro-One now has new billet air cleaner assemblies that bolt directly onto Yamaha Road Stars. Pro-One designed their air cleaners to increase airflow for enhanced performance as a direct replacement for the stock unit. Each assembly features a chrome finish and smooth or ball-milled surface. Pro-One air cleaner kits include a billet top and base plates, a high-flow filter element, all the necessary hardware and complete instructions for easy installation. The smooth design sells for $219.95 while ball milled goes for $229.95.

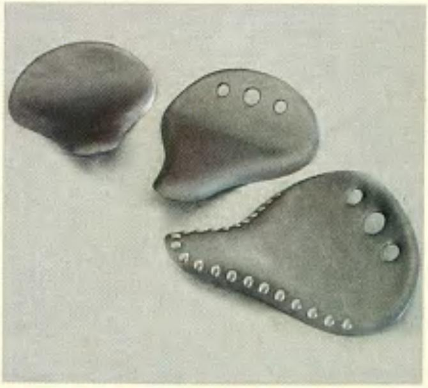
Call Pro-One at 800-884-4173 or go to www.pro-one.com to order yours today.

Pruno Hand Grips & Foot Pegs

A newcomer to our industry, Pruno Manufacturing is based out of Terminal Island, California. Pruno currently manufactures several products and has recently released a line of grips and folding foot pegs that feature cut out designs.

The grips and pegs are machined from 6061-T6 billet aluminum and engineered with added length for comfort. Pruno makes these in six different styles (cross, diamond, star, spade, fireman, plain) and in three different finishes (polished, chrome, black anodized). The grips will fit single- or dual-cable throttles; internal throttle models are available upon request. Pruno can also accommodate custom design requests.

For further information on current Pruno products and future products, visit www.prunomfg.com or call them at 805-577-8787.

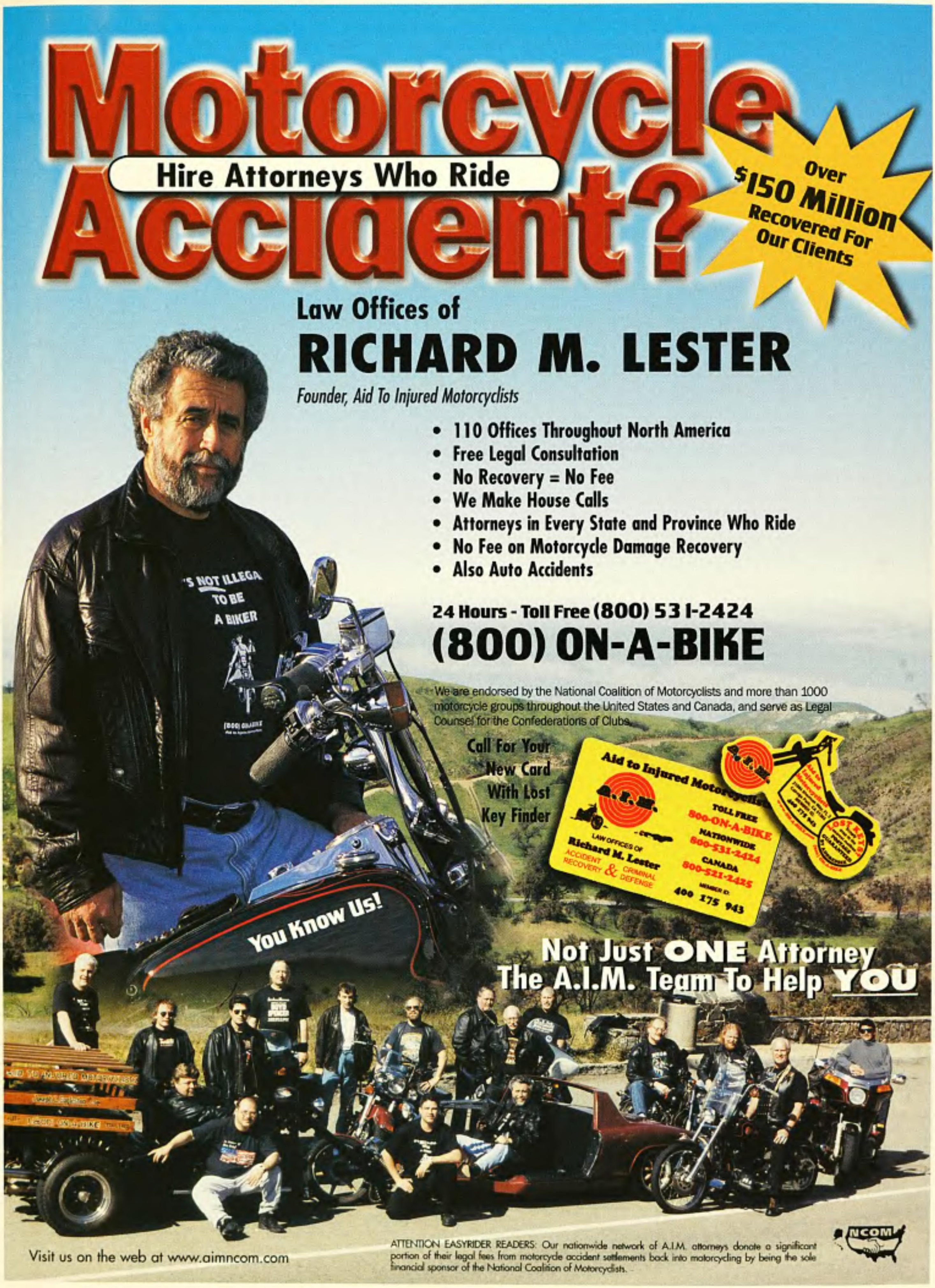


Handmade Tractor Seats For That Bobber Look

"These tractor seat pan bases have been used as a foundation on a few Rumble Customs hot rods and are great for a retro-chopper-style seat," says Tom Langton of Rumble Customs. They measure 10 inches wide and 12 inches long and come in your choice of three styles.

Tom wants you to understand that these seats are not the product of a stamping machine—each seat pan is hand-formed using 16-gauge mild steel. This is a builder's part and you must fabricate the mounting system to meet your individual application.

For more information, visit Rumble Customs at www.rumblecustoms.com or call 613-928-1017. Dealers' inquiries are welcome.



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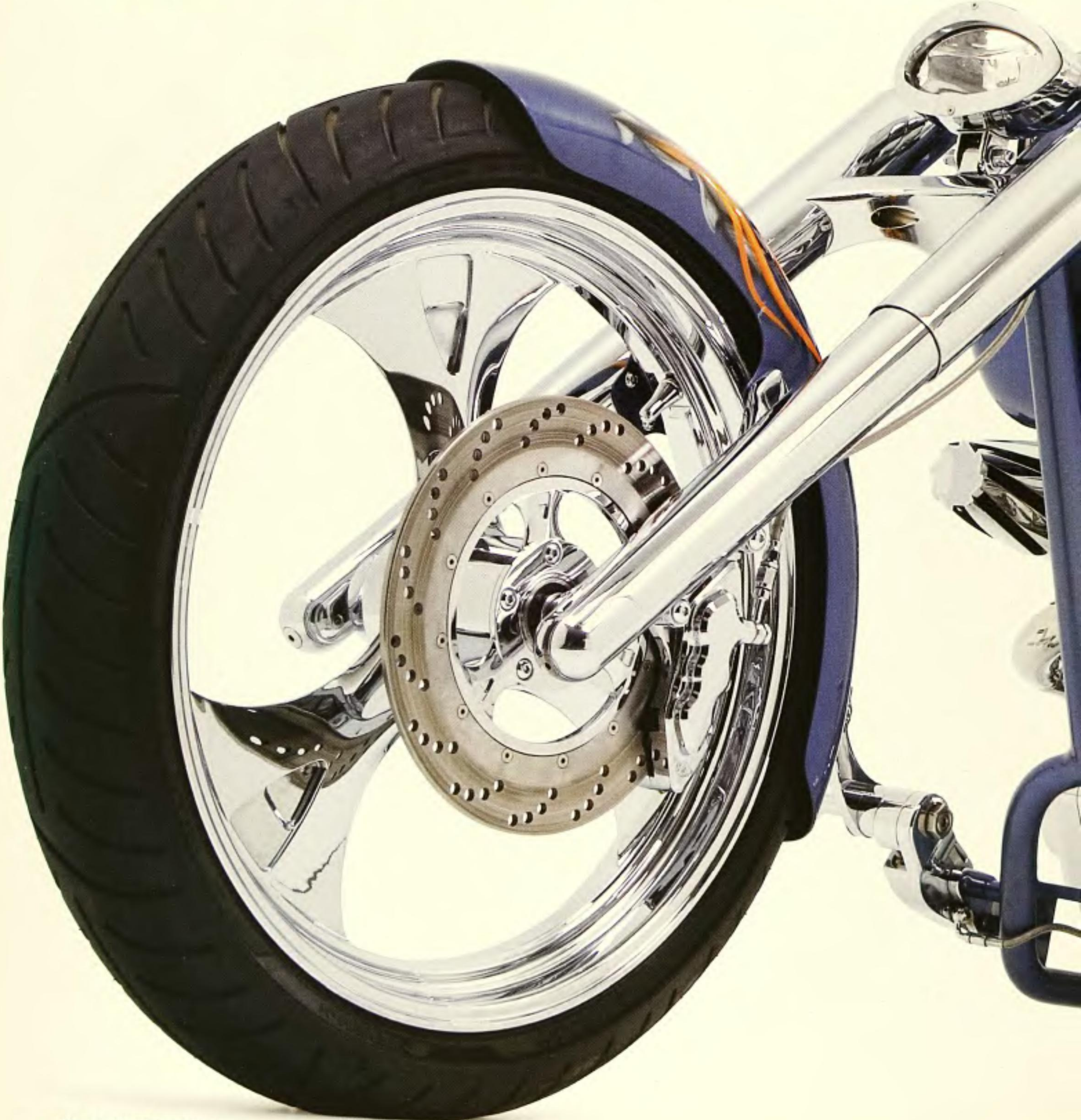
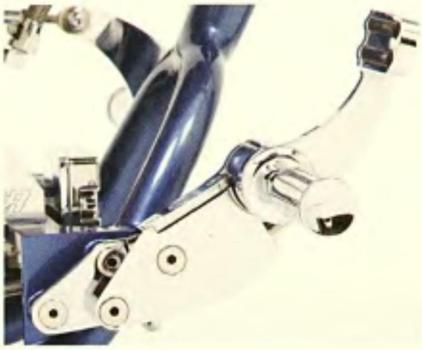
NCOM

XTREME CHOPPER SUPPLY DOES UP A RIGHT NICE SHOW BIKE

XTREME THEME

This is a weird business. People are often caught off-guard by television shows, magazine ads and, yes, bike features. It's easy to think that everyone you see churning out custom sleds is an old pro, and believe me, it's not the case.





Hell, we have more talent emerging than aftermarket manufacturers are capable of keeping up with, Right? So when you jump into the bike-building arena with both feet and you want the public to know that what you are doing is serious, what do you do? You build yourself a show bike.

Troy Kyajohnjian would be the person of whom we speak and if this bike doesn't stop you in your tracks, then check out www.xcschoppers.com to get a better look. Here's a company that is in it for the long haul and has no pretense about being the flavor of the week. Troy's family has been in the customizing business a long time and when he had the yearning to get into choppers, the timing was right.

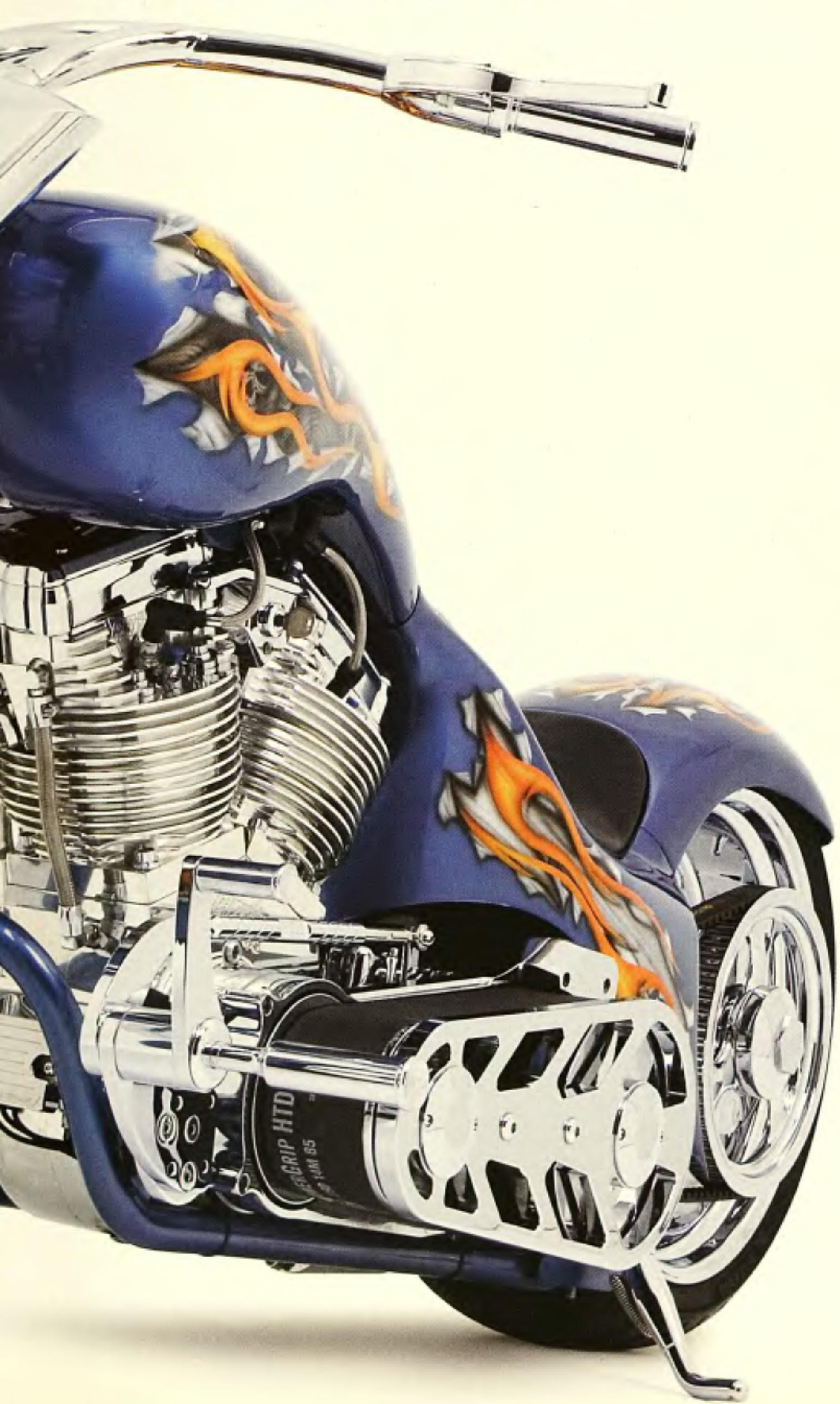
XCS is a company that supplies some of the most wicked and competitively priced radical rolling chassis kits around. For example, if you have the hankering to build yourself s fine sled, XCS can set you up with a number of options, Stage 1 through 3, with return customer discounts to boot. But don't let the smooth taste fool you, if yer in the market for a full-blown custom, XCS has your backside covered.

And that would bring us to this wild, flamed-over-blue bike you see before you, with so many hand-fabbed and specially machined widgets that we almost ran out of hyphens. But XCS is no stranger to creating smooth sleds from the mere ideas of its customers, no, they can do the job with all the skills it takes to keep the buyers riding off into the sunset as satisfied customers.

What does it take? Well, keep the phrase "It can't be done," out of your repertoire when you visit them, because Troy is a hardheaded builder with a passion to pull off even the most "impossible" tasks. If you take the rear brake on this ride as your sole example, there's more fab time and engineering skill in it than you might see in any supposed "custom" sled to date. These guys thrive on radical designs as well as proving the naysayers wrong, and from the looks of things, they are winning hands down.

From the modified and heavily chopped Independent Tank fuel cell to the altered RC Components swingarm that now houses the XCS hidden driveside brake, this is one company to step to when everyone else has told you "No." And why not? After all, isn't custom supposed to mean different? If we all ride the same thing, we aren't doing any favors for the talented bike builders out there. So dream big.

—Wordman



Owner: ....Troy Kyajohnjian
City:......................Lewiston, Maine
Designer:................XCS Choppers

General

Fabrication: ....XCS Choppers
Year and make:..........2004 custom
Model:................................Super X
Assembly: ....XCS Choppers
Time:................................3 months

Engine

Year:..2004
Model:............................R&R Cycle
Rebuilder: ....R&R Cycle
Ignition:..........................Dyna 2000
Displacement:......127 cubic inches
Lower end: ....R&R Cycle
Balancing:......................R&R Cycle
Pistons:..........................R&R Cycle
Heads: ....R&R Cycle
Cam:.............................R&R Cycle
Lifters:............................R&R Cycle
Carb(s): ....S&S with Thunderjet
Air cleaner: ....D&D Customs
Pipes:..........Martin Bros.Trend Kills

Transmission

Year: ....2004 Baker 6-speed
Shifting: ....Baker

Painting

Painter: ....Dale Flewelling
Color: ....blue/orange
Type: ....DuPont

Frame

Year:..2004
Builder:............War Eagle Customs
Type: ....Pro-Street
Rake: 42-degrees
Stretch: 5-inch
Shocks: ....Progressive Suspension Airtail
Other modifications: ......RC single-sided swing arm

Accessories

Bars: ....Goldhammer
Handlebar controls: ....Climax
Fender(s):................XCS Choppers
Headlight: ....Fred Kodlin
Taillight: ....XCS Choppers
Speedo: ....none
Pegs: ....Excel Components
Electrics: ....XCS Choppers
Gas tank: ....XCS Choppers
Oil tank: ....War Eagle Customs
Oil system: ......XCS Choppers/War Eagle Customs
Primary cover: ....BDL Top Fuel primary belt drive
Seat: ....Auto Trim
Mirrors:....................................none
Grips: ....Climax

Forks

Type: ....G-Force 3-D
Extension: ....stock
Builder: ....Goldhammer Cycles

Wheels

Size: ......21-inch front, 18-inch rear
Hub: ....XCS Choppers
Tires: ....Avon
Brakes: ..XCS Choppers/RC Comp

Other Special Modifications: ...... drive-side brake system with hidden brake rotor

Photos:....................Dino Petrocelli

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Happenings

ARIZONA
Annual Steak Fry
Date: Jul. 2
Place: Prescott
Info: 928-771-0380

Great Escape Rally
Date: Jul. 15-17
Place: Williams
Info: 928-768-6353
desertroadriders.com

Too Broke For Sturgis
Date: Jul. 22-24
Place: Morman Lake
Info: 602-843-2906

Motorcycle Swap Meet
Date: Jul. 31
Place: Peoria
Info: 602 434-9581

ARKANSAS
Summer Blast Rally
Date: Jul. 1-2
Place: Hot Springs
Info: 501-623-0468; 501-760-3215

BoozeFighters Rally
Date: Jul. 4
Place: BFMC 62
Info: Jim 501-517-7331

ABATE Birthday Party
Date: Jul. 16
Place: Pine Bluff
Info: 501-317-0272

Boozefest
Date: Jul. 22-23
Place: BFMC 66
Info: Jim 501-517-7331

CALIFORNIA
Hollister Independence Rally
Date: Jul. 1-3
Place: Hollister
Info: 831-634-0777
www.hollisterrally.com

Biker Appreciation Day
Date: Jul. 9
Place: Ghost Mt. Riders
ghostmountainriders.com

Charity Poker Run
Date: Jul. 9
Place: Victorville,
Info: 760-244-3722

ABATE 13 Callous Cheeks Run
Date: Jul. 10
Place: Ventura
Info: 805-376-0339

Christmas in July Run
Date: Jul. 16
Place: Fresno
Info: Mo 559-250-0013, Dawg 550-469-6881, Chuck 559-287-1256

Calendar Bike Show
Date: Jul. 16-17
Place: Long Beach
Info: 562-435-3511
www.FastDates.com

Million Dollar Ride For Children
Date: Jul. 16–23
Place: Montclair
Info: 719-686-7775
milliondollarride.org

Ride the Mountain
Date: Jul. 23
Place: Big Bear Airport
Info: 909-878-4340
bigbearchoppers.com

Bill W's Sober Pack M/C
Date: Jul. 23
Place: Anaheim
Info: 714-809-2021
billwssoberpack.com

Sweaty Buns Run
Date: Jul. 24
Place: Simi Valley
Info: 661-943-1354

COLORADO
Rocky Mountain Iron
Date: Jul. 1–5
Place: Salida
Info: 1-877-429-8577
rockymountainiron.com

State HOG Rally
Date: Jul. 9-12
Place: Durango
Info: 860-561-4783
costatehogrally.com

Buena Vista Rodeo
Date: Jul. 9
Place: ABATE Dist. 11
Info: 719-395-0360

Annual Ladies Run
Date: Jul. 9 -10
Place: Lakewood
Info: 303-363-6926
www.ladiesrun.com.

Turning Point Poker Run
Date: Jul.10
Place: Fort Collins
970-221-0999 ext. 24
www.turningpnt.org

Rick Taturik Park Memorial Poker Run
Date: Jul. 16
Place: Thornton
Info: 720-296-3488

Annual Ride For Life
Date: Jul. 23
Place: Golden
Info: 303-882-7350
www.yellowribbon.org
www.rideforlife2005.com

Motorcycle Rodeo
Date: Jul. 30
Place: Loveland
whitebufallosaloon.com

Run For Cystic Fibrosis
Date: Jul. 31
Place: Loveland
whitebufallosaloon.com

DELAWARE
DE-MD HOG Rally
Date: Jul. 14-16
Place: Solomons, MD
Info: 800 664-5901
demdstatehogrally.com

GEORGIA
Summer Blast
Date: Jul. 1-2
Place: ABATE Dist. 3
Info: 770-974-99317

Atlanta Bike Fest
Date: Jul. 14-17
Place: Lakewood Fairgrounds, Atlanta
Info: 877-BIKE-FEST
atlantabikefest.com

Summer Splash
Date: Jul. 15-17
Place: VNV-MC, Kingsland
Info: 912-576-3025

Annual NASCAR Poker Run
Date: Jul. 17
Place: ABATE Dist. 8
Info: 706-592-1015

Scooter Ash Scavenger Hunt
Date: Jul. 17
Place: ABATE 4
Info: 404-377-6639

Thunder Over Georgia Motorcycle Rodeo
Date: Jul. 22-24
Place: Jasper
Info: 770-735-6275
www.rthunder.com

Swap Meet & Show
Date: Jul. 31
Place: Atlanta
Info: 404-294-8900

IDAHO
Annual WOW International Ride-In
Date: Jul. 5-7
Place: Boise
womenonwheels.org

POW/MIA Awareness Rally and MC Rodeo
Date: Jul. 28-31
Place: Pocatello
powmiarodeo.org

Steel Stallion Roundup
Date: Jul. 31
Place: Boise
Info: 208-713-1080

ILLINOIS
Iron Sleds Annual Bash
Date: Jul. 8-10
Place: Palmera
Info: 217-487-7017

Motorcycle Parts Extravaganza
Date: Jul. 10
Place: Peotone
Info: 217-864-9540
barrysmotorcycles.com

Special Olympics Run
Date: Jul. 10
Place: Carpentersville
cvillepokerrun.com

Old Shawneytown Street Rally
Date: Jul. 14-16
Place: Shawneytown
Info: 618-269-9936

Motorcycle Parts Extravaganza
Date: Jul. 24
Place: Belleville
Info: 217-864-9540
barrysmotorcycles.com

INDIANA
Wing Ding XXVII
Date: Jul. 4-7
Place: Ft. Wayne
www.wing-ding.org

Indiana Boogie
Date: Jul. 14-17
Place: Bloomington
Info: 800-23-ABATE
abateofindiana.org

Steel Horse Stampede
Date: Jul. 22-24
Place: Des Plaines
Info: 615-777-0045
steelhorsestampede.com

IOWA
Freedom Rally.
Date: Jul. 1-3
Place: Algonia
Info: 641-858-5001; abateiowa.org

State HOG Rally
Date: Jul. 15-17
Place: Carroll
Info: 563-522-2349
iastatehogrally.com

KANSAS
Pre-Sturgis Party
Date: Jul. 29-30
Place: Ashton
Info: 316-544-1656

KENTUCKY
Little Sturgis Rally
Date: Jul. 14-17
Place: Sturgis
Info: 270-333-9316
littlesturgisrally.net

Easyriders Rodeo
Date: Jul. 22-24
Place: Hopkinsville
Info: 800-962-9857
easyridersevents.com

Freedom Run
Date: Jul. 23
Place: Covington
Info: 859-363-0888

State HOG Rally
Date: Jul. 28-30
Place: Paducah
Info: 859-744-0691, 270-554-7645
kystatehogrally.com

MAINE
Athens Field Day
Date: Jul. 2-4
Place: UBM, Somerset
Info: 207-696-3731

Moontide Festival
Date: Jul. 4
Place: UBM, Oxford
Info: 207-369-9679

State HOG Rally
Date: Jul. 14-16
Place: Caribou
Info: 207-582-6098
mestatehogrally.com

Knox Poker Run
Date: Jul. 17
Place: UBM, Knox
Info: 207-372-8254

Ride to Live
Date: Jul. 24
Place: Augusta
Info: 207-338-1454
bikersagainstdia betesme.com

Annual Skunk Run
Date: Jul. 30
Place: Locke Mills
Info: 207-743-8252
www.bikerskunk.com

MARYLAND
MD-DE HOG Rally
Date: Jul. 14-16
Place: Solomons
Info: 800-664-5901
demdstatehogrally.com

Bikers for Babies
Date: Jul. 17
Place: Keys Stadium
Info: 301-722-3867
marchofdimes.com

MASSACHUSETTS
Backyard Biker Bash
Date: Jul. 8-10
Place: West Otis
Info: 413-269-4695

Whaling MC Show
Date: Jul. 10
Place: Buttonwood Park, New Bedford
Info: 508-993-1733

Thunder in the Valley
Date: Jul. 23
Place: VFW, Uxbridge
www.mma-of-ma.com

Poker Run
Date: Jul. 24
Place: Charlton Fire Department
Info: 508-962-0558

Wildman & Friends Memorial Ride
Date: Jul. 30
Place: Whately
Info: 413-339-4280, 413-596-8378

MICHIGAN
Hog's In Ministry Biker Sunday
Date: Jul. 3
Place: Davisburg
Info: 248-623-7330
www.h-i-m.org

Poker Run
Date: Jul. 9
Place: Region 10
Info: 989-842-3101

Veterans M/C Rally
Date: Jul. 15-17
Place: Sault Ste. Marie
Info: 800-647-2858, 906-632-2881
saulstemarie.com.

CMA Nat'l East Rally
Date: Jul. 19-23
Place: Ottisville
www.cmami.org
www.cmausa.org

M/C Rodeo & Pig Roast
Date: Jul. 23
Place: Alger
Info: 989-343-0685

Toys for Tots Ride
Date: Jul. 24
Place: Lansing
Info: 517-694-7057

Poker/Observation Run
Date: Jul. 30
Place: Region 14.
chelseafestivals.com

MINNESOTA
Wolf's Head Rally
Date: Jul. 9-17
Place: Two Harbors
Info: 218-384-9936
wolfsheadrally.com

MISSISSIPPI
Blues and Cruise
Date: Jul. 2
Place: Port Gibson
www.msabate.com

Christmas In July
Date: Jul. 16
Place: Tupelo
www.msabate.com

MISSOURI
Tattoo Rendezvous
Date: Jul. 14-17
Place: Kansas City
Info: 913-321-1214
eastcoastals.com

Annual Trike-In
Date: Jul. 30-Aug. 6
Place: Forsyth
Info: 417-683-9096
www.btw-trikers.org

NEBRASKA
Riverside Rally
Date: Jul. 8-10
Place: Valentine
Info: 402-967-3001
rumbleatriverside.com

Iron Horse Jam V
Date: Jul. 9
Place: ABATE 5
home.alltel.net/tbeemer

Hog Roast
Date: Jul. 21
Place: ABATE 7
Info: 402-446-7229

Summer Night Run
Date: Jul. 23
Place: ABATE 6
Info: 402-895-9538

NEW JERSEY
Picnic Poker Run
Date: Jul. 10
Place: Forked River
www.bknjxi.org

HOG Poker Run and Hawg Fest
Date: Jul. 10
Place: Mills H-D, Burlington
Info: 856-582-7536

Open Motorcycle Rally and Festival
Date: Jul. 17
Place: Burlington
609-898-6611 x4532
deborahfoundation.org

Annual Miracle Run
Date: Jul. 31
Place: Cranford,
Info: 201-991-9170

NEW MEXICO
Fire & Ice Rally
Date: Jul. 15-17
Place: Grants
Info: 800-550-3573
fireandicebikerally.com

NEW YORK
4th of July Bash
Date: Jul. 1-4
Place: Sodus
Info: 315-483-8768

Annual Hog Roast
Date: Jul. 16
Place: Schuylerville
Info: 518-583-3398
goatbrothers.com

Rally in the Valley
Date: Jul. 16
Place: Berkshire
Info: 607-657-8278

Rock and Roar
Date: Jul. 16
Place: Canisteo
rockandroar.com

Old Bike Day
Date: Jul. 17
Place: Lockport
Info: 718-694-9061

Defense Fund Party
Date: Jul. 17
Place: Long Island
www.hamcli.com

Annual Mystery Ride
Date: Jul. 17
Place: West Seneca
Info: Bob 716-627-6715, 716-834-2297

Street Bike Drags
Date: Jul. 17
Place: South Butler
Info: e-mail
IHMC@rochester.rr.com

HOG MDA Run
Date: Jul. 17
Place: Gloversville
Info: 800-377-1563

Annual Party
Date: Jul. 22
Place: Elbridge
Info: 315-689-1896
obriensmotorcycle.com

SyraCruise
Date: Jul. 22-23
Place: Elbridge
Info: 315-701-1162
syracruise.com

ABATE Rodeo
Date: Jul. 23
Place: Vernon.
Info: 315-337-3696

PA Fun Run
Date: Jul. 24
Place: Midlakes
Info: 315-539-3491
abateny.org/midlakes

Rock & Roll Jam
Date: Jul. 24
Place: Medina.
Info: 585-798-1302
orleansabate.vanill.org

Island Hopper Run
Date: Jul. 25
Place: 69'ers MC
www.69ersmc.com

NORTH CAROLINA
Easyriders Rodeo Tour
Date: Jul. 8-10
Place: Wilson
Info: 800-962-9857
easyridersevents.com

NORTH DAKOTA
Drag Races
Date: Jul. 17
Place: Mandan Airport
www.abatend.com

Annual Ma's Fun Run
Date: Jul. 29
Place: Bismarck
www.abatend.com

OHIO
Hospice of Hope Run and Show
Date: Jul. 16
Place: Ripley
Info: 606-759-4050
hospiceofhope.com

Scholarship Run
Date: Jul. 16
Place: TBA
Info: 740-498-5266
www.abate.com

Summer Moon Run
Date: Jul. 16
Place: Auglaize
Info: 419-222-4424
www.abate.com

Car & Bike Show
Date: Jul. 16
Place: Dayton
Info: 937-879-0251
www.abate.com

PAC Fund Run
Date: Jul. 23
Place: TBA
Info: 513-575-1582
region5abate.com

Honda Homecoming
Date: Jul. 28-30
Place: Marysville
Info: 800-846-0422
ohio.honda.com

Annual Wetzelland
Date: Jul. 29-31
Place: Van Wert
Info: 419-587-3826
www.wetzelmc.com

Car & Bike Show
Date: Jul. 30
Place: Mason
Info:513-575-1582
region5abate.com

Covered Bridge Run
Date: Jul. 30
Place: Marysville
Info: 937-246-2089
www.abate.com

OKLAHOMA
Biker Boyz Weekend
Date: Jul. 15-17
Place: Tulsa
Info: 918-277-3856
bikerboyzweekend.com

Running Of The Rats
Date: Jul. 16
Place: Enid
Info: 800-749-5054
ironlivergoons.com

Thunder IV
Date: Jul. 28-31
Place: Eufaula Park
Info: 918-843-2040
www.mstrun.com

PENNSYLVANIA
In Memory Ride
Date: Jul. 16
Place: Mon Valley
monvalleyabate.org

Summer Bike Fest
Date: Jul. 22-24
Place: Carlisle
Info: 717-243-7855
carsatcarlisle.com

Cancer Run
Date: Jul. 23
Place: River Valley
rivervalleyabate.com

Women's Shelter Run
Date: Jul. 24
Place: ABATE Greene County
www.abatepa.org

Anniversary Bash
Date: Jul. 29-30
Place: Oley
Info: 610-987-6422
readingmc.com

Rain Day Boo
Date: Jul. 29
Place: ABATE Greene County
www.abatepa.org

Famous Poker Run
Date: Jul. 29-31
Place: Erie County
www.abatepa.org

SOUTH DAKOTA
Hot Harley Nights
Date: Jul. 8-9
Place: Sioux Falls
Info: 605-334-2721
hotharleynights.com

Get Out Of Your Shell Run
Date: Jul. 8-9
Place: Orient
Info: 605-472-1067
tbatesd.com

TENNESSEE
Jennie Parker Ride
Date: Jul. 9
Place: Camden
Info: 731-584-2236
locojoemc.com.

TEXAS
Wild Boar Run
Date: Jul. 1-3
Place: Willacy Co.
Info: Mino Martinez
956-689-1151

Texas Rock Rally
Date: Jul. 15-17
Place: Northlake
Info: 214-522-3460
northtexasrockrally.com

Dad's Party
Date: Jul. 22-24
Place: Bells
Info: 903- 965-4147
abatetexoma.com

Abilene Gypsy Hot Damn Run
Date: Jul. 22-24
Place: Sweetwater
Info: 325-692-3683

UTAH
Exhibition In Iron
Date: Jul. 10
Place: Salt Lake
abateofutah.org

Pocatello Fun Run
Date: Jul. 30
Place: ABATE North.
abateofutah.org

VIRGINIA
Dirt Drags
Date: Jul. 25
Place: Surry
Info: 757-357-0202

WASHINGTON
Mid-Atlantic Nationals
Date: Jul. 16-17
Place: Budds Creek
Info: 336-924-2095
www.ahdra.com

WEST VIRGINIA
State HOG Rally
Date: Jul. 14-16
Place: Snowshoe
Info: 304-925-2243
wvstatehogrally.com

Freedom Fest
Date: Jul. 20-24
Place: Snowshoe
Info: 877-441-4FUN
snowshoefreedomfest.com

WISCONSIN
Milwaukee Rally
Date: Jul. 28-31
Place: State Fair Park
Info: 414-224-9424
milwaukeerally.com

WYOMING
State HOG Rally
Date: Jul. 7-9
Place: Sheridan
Info: 307-632-5900
wystatehogrally.com

Run to the Wall
Date: Jul. 8-9
Place: Casper-Cody
www.nevnvmc.com

Phil Vanderpoel Memorial Poker Run
Date: Jul. 23
Place: Guernsey
abateofwyoming.org

Trail Ridge Ride
Date: Jul. 24
Place: Laramie HOG
Info: 307-721-1024
laramiehog.org

Run to WyColo
Date: Jul. 24
Place: Cheyenne
maverickcycles.com

Laramie HOG Picnic
Date: Jul. 31
Place: Laramie HOG
Info: 307-721-1024
laramiehog.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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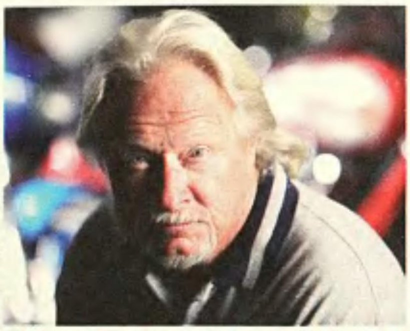


Photo: Supplied by Arlen Ness

Sturgis Bike Week Exhibit

ARLEN NESS, GODFATHER OF CHOPPERS

In a career that has spanned nearly four decades, Arlen Ness has constantly redefined the art of building custom motorcycles. Beginning August 7th, 2005, Thunder Road in Sturgis, South Dakota, will host the exhibition: *Arlen Ness, Godfather of Choppers*.

The exhibit walks the viewer through nearly 40 years of Ness' career, his bikes, the culture surrounding him, his tireless attention to detail and his passion for creating a unique piece of rolling art. Featuring a dozen of Ness' legendary concept motorcycles, this groundbreaking exhibit unveils his world as a master craftsman, artisan and entrepreneur.

Complementing the exhibition, *Easyriders'* own moto-photographer, Michael Lichter, will feature limited edition prints highlighting the evolution of Ness design, decade by decade.

"The scope of the exhibition will examine the roots of custom motorcycle design and fabrication," says Lon Nordbye Jr., editor of the *Sturgis Rally News*. "The trend right now is for bike builders to elevate their creations to the level of art and no one does it better than Arlen Ness."

In conjunction with the exhibit, Ness will be premiering his first coffee table book, which has been published by Motorbooks International, containing photographs by Michael Lichter. "I see this as a way to honor a person in this industry who has made a huge contribution and the exhibition and book will speak to Arlen's craftsmanship, tenacity and innovation," Michael says.

Thunder Road is located three miles east of Sturgis on Highway 34 across from the Full Throttle Saloon during Bike Week and is home to the premier bike builders and vendors in Sturgis as well as our *BIKER* magazine Custom Bike Show.

—Phantom

Events

THIRD ANNUAL BIG BEAR CHOPPERS RIDE THE MOUNTAIN

Mark your calendars. On July 23rd Big Bear Choppers is throwing their annual Ride The Mountain Rally. Big Bear Choppers is a world-renown motorcycle manufacturer and custom bike shop and for the past two years they has thrown a pretty cool get-together 7,000 feet up in the mountains in their hometown of Big Bear Lake, California.

The ride *to* the event in Big Bear is half the fun. "It provides a chance for bikers to scuff the sides of their tires through the mountain's twisties while enjoying the awesome views and the fresh air as they ride up from the SoCal base," explains BBC.

Outburst Promotions is helping BBC coordinate and execute this event. With the cool reputation of BBC and the entertainment experience of Outburst Promotions, BBC is confident they can bring an exciting and entertaining event that will make riders want to come back every year with more of their friends.

Previously held at the small, real estate-challenged Big Bear Convention Center, BBC has changed the venue to the Big Bear City Airport. There'll be a customer custom kit bike show, poker run, burnout contest, motorcycle parking on the runway, over 150 industry OEM vendors and custom builders, stunt shows and a headlining band (to be announced) for a concert. But the best thing is—it's Big Bear!

Look for Big Bear event accommodations on Outburst Promotion's or Big Bear Chopper's Web site. For Vendor info please contact Outburst Promotions at 951-637-0770, or www.outburstpromotions.com vendors@outburstpromotions.com.

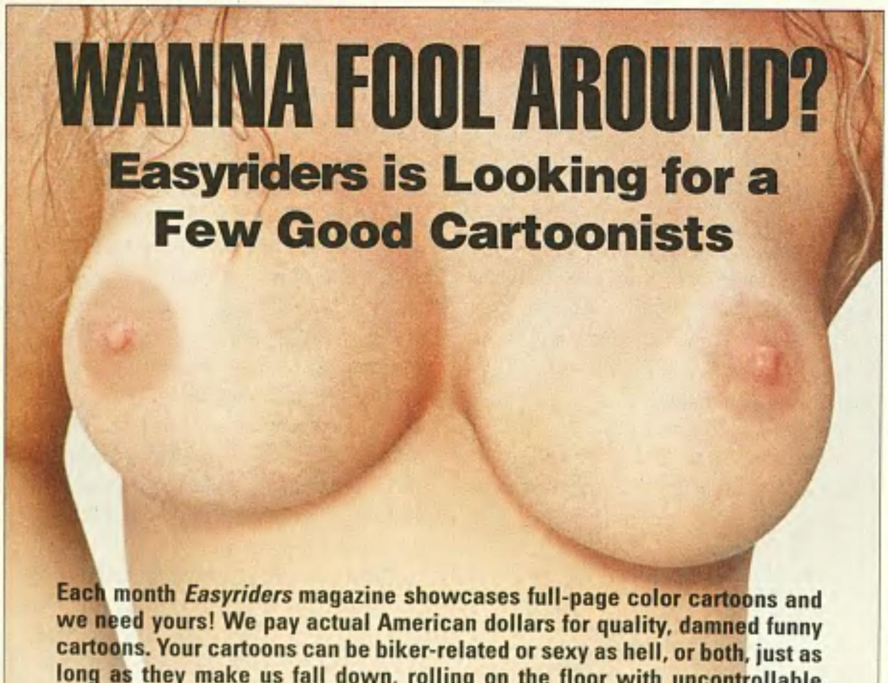
For information please go online to: www.bigbearchoppers.com/ride or e-mail andy@bigbearchoppers.com.

BIG BEAR CHOPPERS
RIDE THE MOUNTAIN 2005 THIRD ANNUAL
at the BIG BEAR AIRPORT

CARLISLE BIKE FEST IS COMING

Mark your calendars for **July 22nd through the 24th.** The third annual Carlisle Bike Fest is coming to the mighty Carlisle, Pennsylvania, Fairgrounds once again. There will be lots of activities and events, including special guests, for every type of rider. A two-wheeled swap meet, entertainment, tons of manufacturers, dealers and free on-grounds parking for motorcycles make this a must-attend event. Giveaways include a 2003 Kawasaki Ninja ZX-6RR on Saturday and a 2004 Harley-Davidson FXDI (Dyna Super Glide Injected) on Sunday.

The Best of Show winner of the ride-in bike show will win a bike feature in *V-Twin* magazine. Don't forget, Bike Fest happens on July 22nd through the 24th. *—Oyster Gut*



Coast To Coast

Biker News

BIKERS VS. NASCAR: As Daytona Bike Week draws to a close, it's interesting to ponder these statistics reported by the *Los Angeles Times* in an article concerning the Daytona Speedway in their February 20, 2005 edition.

According to a University of Central Florida survey, Daytona Beach's two annual motorcycle rallies, Bike Week and Biketoberfest, generated $744 million in revenue for the area and an equivalent of 17,800 full-time, year-round jobs in 2001, the year of the UCF study. Speedweeks and the Pepsi 400 in July, by comparison, brought $560 million and the equivalent of 10,600 full-time jobs.

So bikers are more beneficial to the economy than NASCAR moms and dads. Of course, we already knew that.

MORE STATS TO PONDER: According to the Motorcycle Industry Council (MIC):

• The number of motorcycles registered in the United States—8.8 million—is up 1/3 more than in 1998.

• The percentage of female ownership has increased from 6.4% in 1990 to 9.6% in 2003.

• The median age of motorcycle owners is 42, up from 27 in 1985; the median income of motorcycle owners is $55,850, up from $25,600 in 1985.

• The median income of Harley buyers is about $80,000.

TATTOOS CAN SAVE YOU MONEY ON BIKE INSURANCE: Progessive Insurance studied its customers and said its research data indicates that bikers who ride Harleys have more tattoos than riders of sportbikes, but pay a lot less for insurance.

These and other differences emerged after Progressive, the Mayfield Village, Ohio-based insurer, rolled out the results of a nationwide online survey it conducted.

According to the company, a married 25-year-old male Mayfield resident riding a 2004 model 1450cc Harley-Davidson FX Springer Softail would pay $1,487 in yearly premiums for full coverage

Continued On Page 31

V-Twin EXPO by Easyriders®

Save the Date

Ted Sands, VP Sales & Marketing Manager - *Performance Machine Inc "If your in the V-Twin business, manufacturer, distributor or dealer, there is only one place you need to be every year and the V-Twin Expo in Cincinnati.*

Nick Trumbo, Sales & Marketing Manager - *Samson Motorcycle Products "At Samson we always introduce our new products at the V-Twin Show. We get to see the best dealers in the country and they know we'll have new products and the new Samson catalog waiting for them. This year was the busiest ever!.*

February 4-5-6, 2006

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Glendale, AZ
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CALIFORNIA
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Salinas, CA
(831) 422-1473

COLORADO
Perkins Motor Company Inc.
Colorado Spgs, CO
(800) 776-6727

CONNECTICUT
Doc's Motorcycles
Waterbury, CT
(203) 757-0295

DELAWARE
2 Wheel Apparel
Dover, DE
(302) 698-3500

FLORIDA
Outlaw Leather & Chrome
Ocala, FL
(352) 620-8044

American V-Twins
Orlando, FL
(407) 903-0058

California Cycles
Panama City, FL
(850) 233-1391

Biker Skins
Satellite Beach, FL
(321) 777-7100

GEORGIA
Hog Heaven
Columbus, GA
(706) 321-1755

Big Dog of Atlanta
McDonough, GA
(770) 914-6076

Street Chrome USA
Rome, GA
(706) 232-6262

IDAHO
The Roadhouse
Post Falls, ID
(208) 457-1150

ILLINOIS
Mike's Motorcycle Clothing Company
Rockford, IL
(815) 227-0900

Poopys
Savanna, IL
(815) 273-2363

IOWA
Dave's World Inc.
Onawa, IA
(712) 433-3283

KANSAS
KC Creations
Overland, KS
(913) 642-3279

Bikers Edge Cycle & Leather
Wichita, KS
(800) 284-1428

KENTUCKY
Rac Enterprises
Pikeville, KY
(606) 432-2090

MARYLAND
DC Cruisers of MC
Gaithersburg, MD
(301) 591-1111

MASSACHUSETTS
Rendezvous Leathers
Uxbridge, MA
(508) 278-2566

MICHIGAN
Rocky's Great Outdoors
Burton, MI
(810) 742-5420

American Road Shop
Waterford, MI
(248) 666-2490

MINNESOTA
Untamed Riders
Medford, MN
(507) 455-1373

MISSOURI
Cruisin' 66
Springfield, MO
(417) 891-9998

MONTANA
Yellowstone Motorhed
West Yellowstone, MT
(406) 646-7666

NEBRASKA
Brandle Cycle
Lincoln, NE
(402) 423-2825

NEW MEXICO
Rio Grande Big Dog
Albuquerque, NM
(505) 830-3279

Roadrunner Custom Cycles
Hobbs, NM
(505) 492-1043

NEW YORK
Ready Riders
East Northport, NY
(631) 262-0600

Greg Dekdebrun Ski Shop
Ellicottville, NY
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NORTH CAROLINA
Bikerstuff Clothes & Accessories
Clayton, NC
(919) 359-1033

Big Dog Greensboro
Greensboro, NC
(336) 292-4262

Britt Motorsports
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(910) 791-8321

OHIO
Big Dog of Columbus
Columbus, OH
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OKLAHOMA
B.S. Unlimited
Oklahoma City, OK
(405) 632-7956

PENNSYLVANIA
Black Dog Motorcycles
Wormleysburg, PA
(717) 975-2600

TENNESSEE
Seiver Country Custom Choppers
Gatlinburg, TN
(865) 430-8000

Tennessee Motorsports
Knoxville, TN
(865) 531-3713

TEXAS
Jim's Cycle Shop
Axtell, TX
(254) 863-5460

Strokers Dallas
Dallas, TX
(214) 357-0707

Big Dog of Houston
Houston, TX
(281) 752-6966

American Iron Horse
Huntsville, TX
(936) 439-9001

WASHINGTON
Steel Dreams
Burlington, WA
(360) 757-4449

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Renegade Classic
Janesville, WI
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WEST VIRGINIA
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VIRGINIA
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Winchester, VA
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CANADA
Bad Ass Customs
Edmonton, Alberta
(780) 436-3279

ENGLAND
Cruiser Motorcycle Clothing Company
Bournemouth, England
44-1202-425-825

Biker News CONTINUED

insurance, compared with $2,799 for a 2004 model Suzuki Katana 750.

What else can one tell about a person by the kind of motorcycle they ride?

Plenty, according to Progressive's data. The survey finds interesting differences—and similarities—between Harley riders and sportbike riders.

For example, everyone knows Harley riders wear their passion for biking on their sleeve...literally. The survey finds Harley riders are three times more likely than those who ride sport bikes to own clothing or artwork that displays the brand of bike they ride (93% versus 30%, respectively). Harley riders are also more likely to have body art such as tattoos and piercings (52% versus 40%).

The survey also finds that Harley riders are more likely than those who ride sportbikes to plan rides around where they'll eat (32% versus 23%). Sportbike riders are three times more likely to eat at fast-food restaurants (18% versus 6%), while riders of Harleys are nearly four times more likely to pick restaurants with the nicest looking waitresses (11% versus 3%).

The survey confirms that both rider groups have much in common. Both say "freedom" is the number one reason they ride. And though sport bikes are commonly known as "crotch-rockets," only 6% of those who ride them say they do so for "speed" while fewer than 1% of Harley riders say the same.

Progressive's survey finds that 95% of all riders acknowledge fellow bikers while riding by waving.

Additional survey results include:

• An overwhelming majority of riders (88%) donate time or money to charities. Two-thirds of Harley riders (67%) and one-third of those who ride sportbikes (33%) participate in at least one charity ride each year.

• 69% of all riders daydream at work each day about riding their bike.

• 18% of all riders call in sick to work at least once a year to go riding.

• Adding custom parts that enhance their bikes was the No. 1 choice for Harley riders (73%), while adding performance equipment was the top choice for those who ride sport bikes (44%).

—Bill Bish, NCOM
National Coalition of Motorcyclists

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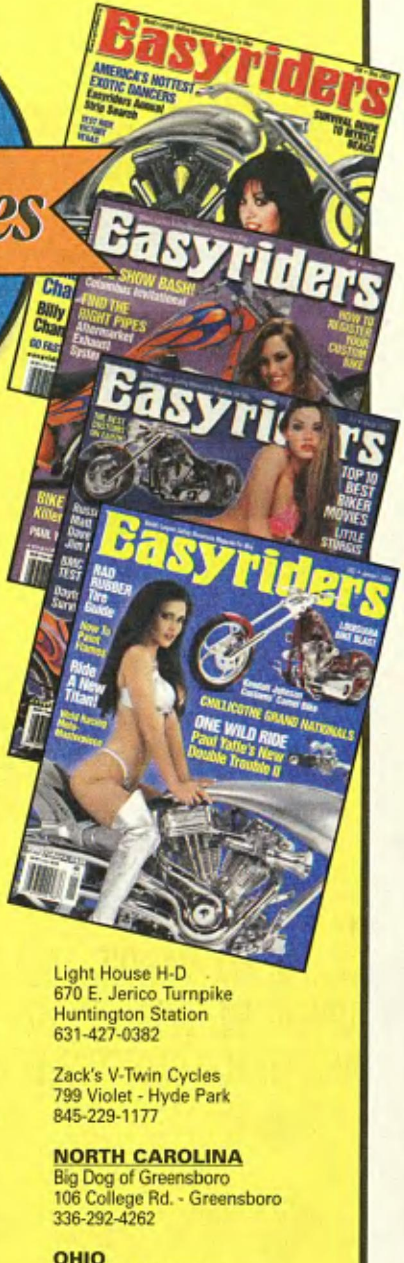

You got it—just make a purchase of $50 or more and ask for your FREE copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

To get your shop listed here call Bevi at: 800-572-1386 ext. 1201

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205-655-1234

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310-823-1112

San Diego H-D
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San Diego
858-614-4312

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727-535-1844

H-D of Miami
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Miami
305-651-4811

Miller's Custom Parts
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S. Daytona
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Cycle Lab
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954-587-4392

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KENTUCKY
Leather Werkz Helmet City
US Rt. 23 - Prestonburg
606-874-1212

MASSACHUSETTS
Dave Frank M/C Sales
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978-744-1025

MICHIGAN
American Steel Motorcycle
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MISSOURI
Bikers Paradise
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636-449-5000

Motorcycle Boulevard
2855 W. Hwy 76 - Branson
417-334-6943

NEBRASKA
TNT Customs
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308-534-5355

Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY
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NEW MEXICO
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505-830-3279

NEVADA
Sinister Cycles
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702-639-8657

NEW YORK
North Shore Motorcycles
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New Hyde Park
516-352-5555

Light House H-D
670 E. Jerico Turnpike
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Zack's V-Twin Cycles
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Big Dog of Columbus
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F&S Motorcycle Sales
7220 Dixie Hwy. - Dayton
937-898-8084

TEXAS
Strokers Dallas
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Photo: Supplied by Marvel Films

Entertainment

MARVEL'S GHOST RIDER

Remember the flaming skull-headed super hero of Marvel comics' Ghost Rider? Well, now there's an action-packed movie coming your way starring Nicholas Cage. Naturally, the Ghost Rider needs his famous otherworldly sled and here we see what the firey chopper is gonna look like. Hmm, wonder if it was built by Orange County Choppers. Seriously though, this dude must go through a lot of tires.

—Phantom

Hall Of Fame

SIMON MILWARD'S AMAZING ADVENTURE ENDS... OR MAYBE IT JUST TOOK A CELESTIAL DETOUR

Photo: Tony "Pan" Sanfelipo

News came to us that Simon Milward died on March 4, 2005, due to a road accident while traveling through Africa. Milward left his home of Exeter, in southwest England, on January 1, 2000, to fulfill his dream of riding his motorcycle around the world. This was his adventure.

But it wasn't a young man searching for an escape from the mundane or facing a mid-life crisis. This was a man on a mission to raise money for two international charities, Health for All and Doctors Without Borders. Health for All delivers medical aid to remote places in Asia and Doctors Without Borders does the same worldwide. What's unique is that they utilize motorcycles to reach these far places with essential medical supplies and medicines.

Simon began his motorcycle odyssey when he became the General Secretary of the Federation of European Motorcyclists Association (FEMA) from 1992-99. In that capacity, he lobbied for reasonable regulations in Europe on behalf of a half-million riders. Simon later joked, "Spending seven years with politicians and bureaucrats is enough to drive anyone around the world."

In 1998, Simon was in a motorcycle accident in Brussels, Belgium. He never forgot how the doctors worked to save his life, so he wanted to do something to repay them. Simon never did anything in a small way. He decided that his debt would have to be repaid on a worldwide scale.

He left his work with FEMA behind, took his life savings and began his amazing adventure. As special as Simon and his mission were, so was his bike. It was a handmade motorcycle with an Austrian 600cc single cylinder engine. It had an Italian 11.5-gallon gas tank and parts from eight other countries to start, but there were many additions and donations along this five-year trip. Besides the generous donations to the two charities, Simon was able to appropriate motorcycles for use in reaching the villages in need.

In order to educate prospective donors in an entertaining way, Milward presented a PowerPoint program of his virtual world tour to secure donations for this cause. This wonderful program allowed viewers to share Simon's experiences on the road, which included his visit to a smuggler's market on the Pakistan-Afghan border, two civil wars in Southeast Asia, an audience with the Dali Lama and his near drowning in Siberia. The vibrant colors and views made one feel they were right there along side him on this journey.

Never forgetting his roots, Simon was ever vigilant of the impact of globalization on motorcycling. Borrowing on his experience as general secretary of FEMA, he made observations of the restrictions on motorcycling from one country to another and never missed an opportunity to speak to authorities and motorcycle groups.

In Malaysia, the Philippines and Vietnam, he learned of restrictions and access problems. He spoke to industry leaders in Japan about noise restrictions and decibel levels. He spoke to bike club members about bans on travel, all the while promoting his humanitarian cause for Health for All and Doctors Without Borders.

The medical community as well as the motorcycle community worldwide lost a true champion. A hero among men, yet Simon would be the last to claim that distinction. He will be deeply missed by everyone he met, and all the lives he touched through his work. I was extremely humbled by this gentleman, and privileged to have known him personally. *—Tony "Pan" Sanfelipo*

David Mann Art

FULL THROTTLE

The Sangre de Cristo Arts Center in Pueblo, Colorado, will host a number of art shows this summer about motorcycles. *Full Throttle* offers a chronological look at the history and development of the motorcycle. This gallery show features everything from original "scooters" of 1904 through contemporary custom bikes of today, all complemented by art that represents the culture of the motorcycle. Machines and memorabilia are on loan from the Los Angeles Natural History Museum, Peterson Automotive Museum, Otis Chandler Museum and the Harley-Davidson Museum in Colorado Springs. Private collections will include those of Ronald Moreschini, Don Mauger, Pat Holmes, Sam Guadagnoli, Pat Homes, Jack Lundberg, James Wear and Walt Timme. You'll also be able to check out 50 original works of art by our own David Mann.

Full Throttle will be held in the White Gallery, now through August 27. Admission to the Arts Center is $4 for adults and $3 for children. Members of the Arts Center receive free admission. For more information, please call 719-295-7200, stop by the Arts Center located at 210 N. Santa Fe Ave., just off I-25, exit 98b or go online to www.sdc-arts.org. *—Art Fartsy*

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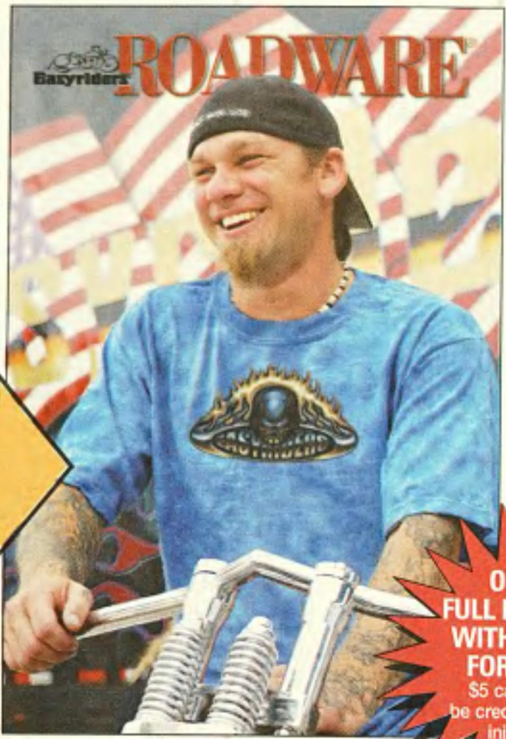

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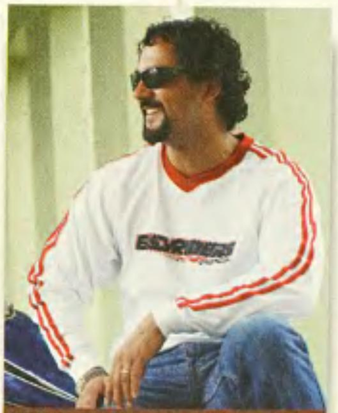

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Racing News

HINES RIDES INTO HISTORY

Simply put, the Screamin' Eagle/ Vance & Hines Harley-Davidson team is goal oriented. The team's biggest problem now might be coming up with a new list of desired accomplishments. In 2004 Andrew Hines rode the Harley to the top of the NHRA POWERade Pro Stock Motorcycle standings, becoming the first factory-backed Harley-Davidson rider to claim the championship. That was just another feat in a series of successes for the group.

Next, the team wanted to break the 6-second barrier. Check that one off the list too. Hines paced the Pro Stock Motorcycle field Friday at the NHRA Gatornationals at Gainesville Raceway with a 6.991 second pass at 196.16 mph. Not only does he have the No. 1 qualifying position and his name etched forever in the record book, Hines also snagged a $10,000 bonus for becoming the first member of the Mickey Thompson 6-Second club.

"We have two new bikes for this Harley-Davidson team and the difference between last year's bike and this one is night and day," Hines said. "There is a lot of great competition out there and we kept hearing about these quick numbers other teams were producing during off-season testing, but we just kept doing our own thing. That paid off big time.

"Terry (Vance) and my dad (Byron Hines) have been racing together for a long time and I have heard all of their stories including how Terry became the first rider in the 7-second range. It's great knowing that we are keeping the milestone accomplishments in the family."

Hines wasn't sure if he was going to be the first rider in the 6-second range, but he was certain it was going to be someone riding a Screamin' Eagle V-Rod.

"When I saw GT (Tonglet, teammate) leave the starting line on the second pass of the day, I thought, 'Oh no, he beat me to it,' because it looked like a great run," Hines said. "But the scoreboard flashed the 7.007 and I was excited to have another chance to break the record. As soon as I launched from the starting line I knew we had it." —*Hawg Dawg*

"I think Daddy's air pressure must have been low, Mommy is pumping him up."

Legalese

MS BIKERS FILE SUIT

On February 2nd, Mississippi Attorney Collier Carlton filed a lawsuit against the State of Mississippi challenging the constitutionality of Mississippi's helmet law, section 63-7-64, which states: "No person shall operate or ride upon any motorcycle...unless such person is wearing on his or her head a crash helmet of the type and design inspected and approved by the American Association of Motor Vehicle Administrators...."

The basis for the suit is that the AAMV no longer inspects nor approves motorcycle helmets, therefore, Mississippi law is unconstitutionally vague because it does not notify motorcyclists of what type helmet satisfies the requirements.

Without this clarification, motorcyclists in Mississippi are subject to citation, arrest, prosecution, conviction and punishment.

The lawsuit was served on James Hood, Mississippi Attorney General. Meanwhile, Carlton is considering seeking a temporary restraining order barring any law enforcement agency in the state from issuing citations under the helmet law pending the outcome of the suit.

The Attorney General's office issued an opinion in September 2004 stating that Mississippi law provides that if any clause of a statute is declared unconstitutional, the remaining parts of that statute remain in force. Therefore, it is their opinion that the requirement of a helmet survives, although the type is no longer regulated. It's also expected that this will be their defense at trial.

To aid in winning this suit, Carlton is collecting affidavits from bikers around the country. The affidavit should be in the following form: "My name is ___. I live in the State of ___ and I ride a motorcycle. I cannot reasonably determine from reading section 63-7-64 of the Mississippi Code what equipment I am required to wear. If I ride my motorcycle in Mississippi I fear possible citation, arrest, prosecution, conviction and punishment for an offense that I cannot reasonably define."

The affidavit should be signed and notarized, with a contact address, and mailed to Collier Carlton, P.O. Box 429, Holly Springs, MS 38635.

—Syndi Knibbe, assistant director, ABATE of Mississippi, Northwest Chapter

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PUERTO RICO BIKE WEEKEND

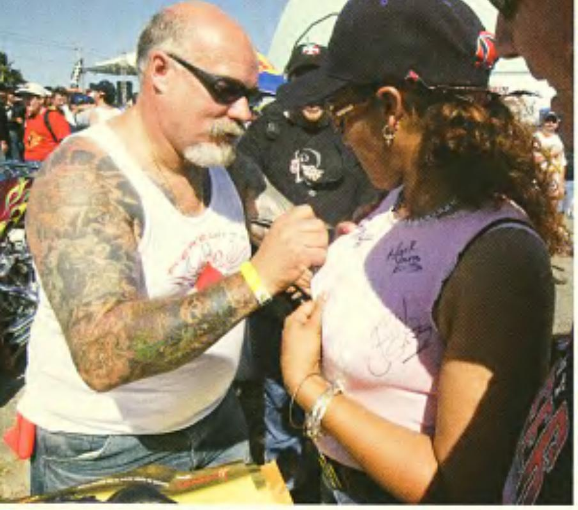
RIDIN' IN PARADISE

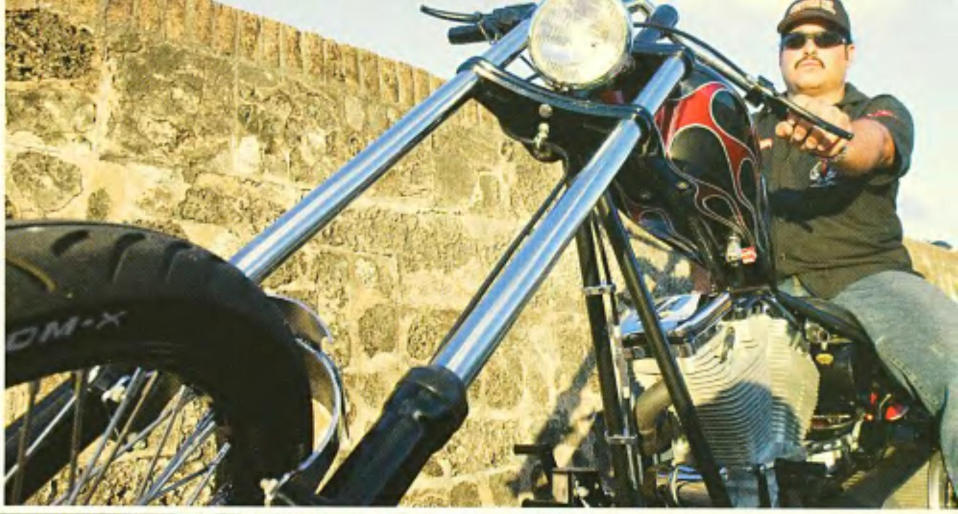
Sure, it's summer right now and you're spending every free moment riding your ass off and lovin' life, right? But my friends, when winter winds howl in December and your scoot is locked away in the garage, you could be puttin' along pristine beaches by day and sippin' rum with some bikini-clad babes during tropical nights. Where and how, you ask, agape and agog? Simple. Try Puerto Rico Bike Weekend the first weekend of December.

Last year we sent Michael Lichter to cover this unique run and be part of the Discovery Channel's *Great Biker Build-Off* episode which pitted the King of Kustoms, Arlen Ness, against the Prince of Performance Machine, Roland Sands. The promoter of this Bike Weekend calls it mayhem on two wheels, a three-day music festival of bikes, babes and rum. But there was a lot more to this biker bash.

Imagine two mighty semi-trucks loaded with Ness and PM custom bikes inching along the narrow streets of San Juan with guys on the tops of the trailers lifting traffic lights out of the way. Imagine trying to turn and maneuver these big rigs through the clogged streets and traffic jams of overcrowded San Juan and you soon have a comedy of errors that should have been part of the *Build-Off* show. But as we all know, "reality TV" is comprised of very little that is in fact "real."

Lichter and the TV crew left the Water Club hotel and rode with the bike builders to Rincom Beach, which is a charming resort town packed to the gills with Puerto Rico-style fun.





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The tiny streets were crowded with cheering locals as Arlen and Roland rode in followed by such two-wheeled dignitaries as Hank Young, Paul Cox from Indian Larry's, Johnny Chop and local host Jose De Miguel, owner of Caribbean Customs. Jose helped get many of the bike builders to the island, threw a bitchin' party and introduced the Americans to all the colorful local flora and fauna.

The *Biker Build-Off* voting took place right next to a shimmering beach known for its killer surf. Meanwhile, surfer guru Jay Hodge brought along some custom surfboards for Paul Cox, Jose and others. Temps hovered in the 80s and picture-perfect riding, partying and digging the groove of local bands took up most of the three days from December 3rd to the 5th.

Ever the gentleman, Arlen Ness hung out with the locals on Saturday and signed autographs all day as did Roland, though the young Mr. Sands did have his wild reputation to live up to. Can you say burnouts from Hell? When the *Build-Off* voting ended on Saturday afternoon, executive producer Hugh King announced the winner...and the trophy went to Arlen Ness. Long live the King. Roland was the first to hurry over and congratulate Arlen and give him respect. Both builders were class acts all the way.

So if you find yourself hating life this December and need an escape to T-shirt temps, cool drinks with little umbrellas in them and hot honeys to smear coconut oil on you, this run is for you. —*Capt. Jack Sparrow*

Photos: Michael Lichter

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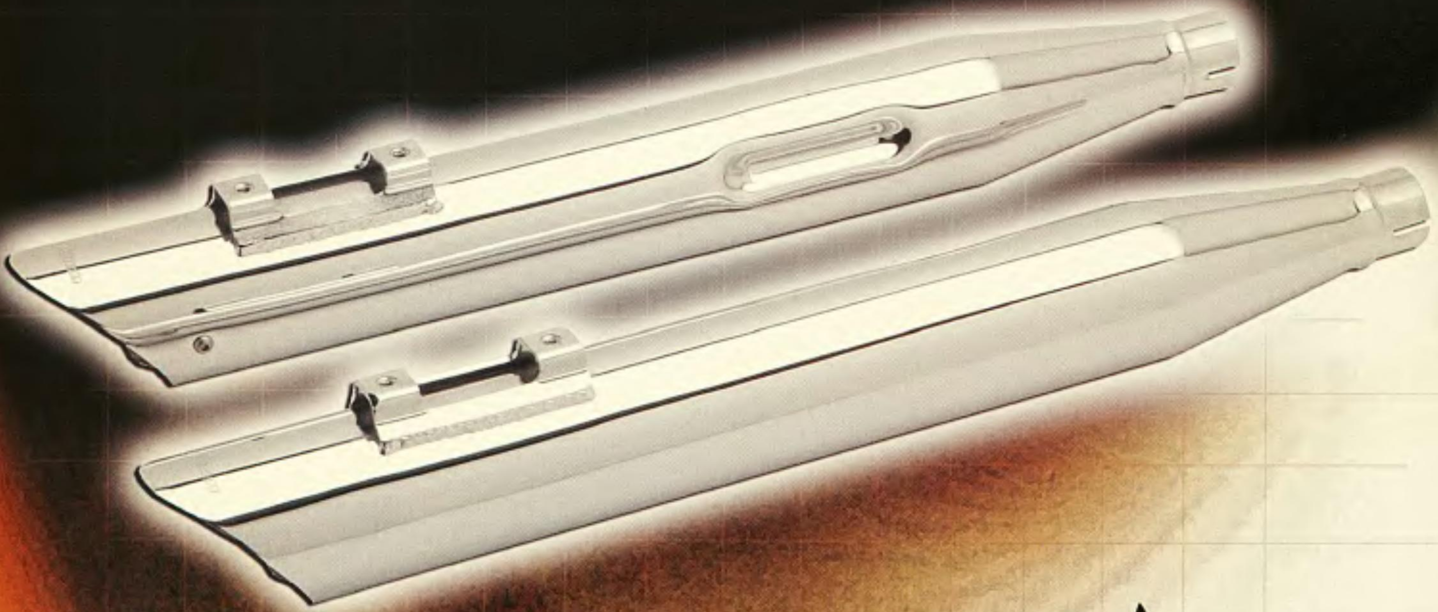

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KC CREATIONS

Kim and Cheryl Suter's KC Creations has been around for a decade now. What sets KCC apart from much of the competition is their complete in-house metal fabrication and paint departments. Paul Harper is the chief metal bender at KCC, and he also performs most of the assembly work on the bikes coming out of the shop.

Paul has been working with Kim for over nine years. He hooked up with KCC while buying parts for his own bike, which he was building from the ground up. When it was completed, Kim was so impressed with the quality of his work that he offered him a part-time job. After six months of shuttling between two jobs, Paul knew that he had to choose one place or the other and Kim opted to take him on full time.

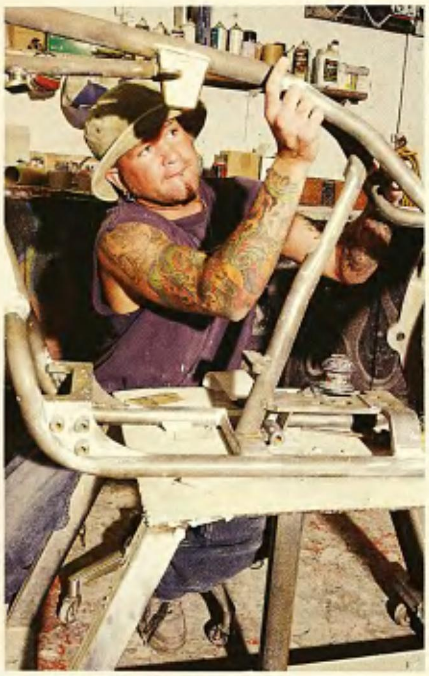
Paul says he didn't go to a technical college to learn metal work, instead he learned his craft by way of the "school of hard knocks." Once he had mastered the general part of it, he says the rest "came along pretty easy." They didn't have much equipment to start with, so it was "make it up as you go." Now that KCC has invested in the tools it is making life much easier.

Over at the fab shop they work mostly in steel with some aluminum. The metal manipulation is done with a planishing hammer, English wheel, rollers and several brakes. Another useful tool is Ryan, a kid they took on straight out of high school, and who is showing promise as an apprentice.

One of Paul's favorite creations is the Easyriders Centerfold Tour bike. He says they made nearly everything on it, save the frame. "It's a full bodied bike and I made the rear fender, gas tank, handlebars, pipes…everything that we could hand make, we did. I hid all the wires and concealed the battery underneath the transmission. We had 200 hours in fab work before it went to paint." The bike features a 145-cubic-inch S&S motor, big-ass 330 tire and debuted at the Easyriders Pomona Bike Show in January.

Scott Thomas runs the KCC paint shop. At 19 he moved to Kansas City hoping to earn a degree in art. When that didn't pan out he ended up working for a custom car shop doing auto body and paint work. Disillusioned with the lack of steady work, he went to work in

Scott



Photos: Michael Farabaugh

another shop doing collision repair. After hours he restored old cars. He didn't paint his first motorcycle until 1993, but quickly found out that he liked the work.

Kim had been using a couple of different painters, but none were dependable enough. In 1996 Paul Harper was building a bike for a KCC customer who wanted to use his own painter, Scott, who at that time had his own shop. After seeing the quality of his work, Paul introduced Kim to Scott and, well let's just say, KCC now had the painter that they needed.

Scott uses House of Kolor products on everything that comes out of the shop. In 2001 he was invited by his paint rep to enter the House of Kolor Prestigious Painter contest. Out of the several hundred who enter the competition, there are only 12 painters chosen for the award annually. Scott ended up earning top honors that year.

John Nicholas is the airbrush artist who rounds out the team at KCC. Five or six years ago Scott spied John's handiwork after seeing a tank he had painted on display at a local bike shop. Though painted in acrylic enamels, the creativity was plainly visible. They began collaborating, which led John to working with automotive finishes, opening up a whole new world.

John enjoys creating fantasy artwork, conjuring up highly detailed images straight from his imagination. His unique ideas and technical expertise have won numerous accolades amongst his peers. In 2004, and again in 2005, both Scott and Paul have both had the honor of standing side by side as "House of Kolor Prestigious Painters."

From humble beginnings as an 800-square-foot retail shop, KCC's business and reputation have skyrocketed since moving to their Interstate 35-adjacent location in Overland Park, Kansas. They are currently consolidating the bike assembly, paint and fab shop into a single facility adjacent to the main building to expand their production capabilities. It will also allow them to better utilize the main showroom, with its shop now dedicated strictly to service and repair work, to better take care of their ever-growing customer base.

For more info on KC Creations, visit www.kc-creations.com or give them a call at 913-642-3279.

—Kit Maira

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TalkingTech

LOVE'S A BITCH

I love my S&S 113 but it is a bitch to start. It runs great after it's going, but starting it is getting to be a pain. I am thinking about having compression releases installed but would rather not take the heads off.

Bill Wallace
Sacramento, California

ON THE SAME SUBJECT

My 1988 Softail has a Merch 120 with compression releases. It used to start fine but now it has become a real strain. The battery is just a year old and tests OK on a load tester. Should I replace the starter, or what? It is an aftermarket starter that has worked fine until now.

Norwood Carroll
Ashville, North Carolina

You need four things to start a big motor reliably: good tuning, a good battery, a good starter, and good components between your thumb and the starter. When you run into problems, look at the battery first, especially if it's a year old or more. Harley's AGM batteries, for Activated Glass Mat, are the best I've found, although I understand that Yuasa sells a good AGM battery too.

When you test a questionable battery, do it with a load tester as the Merch owner did. Understand that the needle has to swing well into the "Good" zone for the battery to be capable of turning over a big motor. A battery with sulfated plates may show a full charge when checked with a voltage meter, but still not be able to turn the engine over. A load tester simulates the conditions the battery faces in real life. Clarke makes a nice one that costs just a little over $30.

All of the major parts distributors carry low-resistance cables. Whenever you install new cables or a fresh battery, brighten up the terminals with a wire brush or emery cloth. Bikes that start hard should also have a second ground cable run from the battery to a starter-mount bolt.

A stock starter in good condition should have the beans to turn most big motors over, but starters can and do wear out. If a replacement seems in order, I would recommend the 1.4 or 1.7 Kv model from All Balls Racing. It's tempting to buy the biggest starter you can find, but some of the 2.0s will suck a battery flat in no time and melt the terminals right off the battery if you keep grinding away at the starter.

Components such as the starter relay and starter button assembly are cheap enough to warrant replacement "just because."

Owners of models with internal-solenoid starters can bypass a lot of trouble spots with Custom Cycle Engineering's "Low Down" starter switch, which mounts directly on the solenoid.

It's important to learn what combination of choke or enrichener, prime shots, and throttle position an engine wants in order to start well at different temperatures. Most engines start better, especially when cold, with the carb's starting circuit a tad on the rich side.

Ignition timing is another important factor. For good starting, the spark plugs should fire at top dead center (TDC) or possibly a couple of degrees before.

About compression releases, Spyke's new screw-in "Firstryke" compression releases look to be hot. I haven't used them, but they screw into the spark plug hole and utilize longer spark plugs to replace the stockers. Very clever!

WTF, CHUCK?

I bought a round oil tank for my Softail on eBay. I made mounts for it and put it in the same place as the old tank but now oil drips steadily out the vent in my crankcases. WTF? I know that I connected the oil lines right but I had a knowledgeable bud check them anyway and he said they are fine.

Jim Edwards
Coltrain, Georgia

The oil level is probably higher than the standpipes inside the tank for the vent and oil return. Assuming the standpipes are the correct height, just run your oil level a little lower. After you've taken some oil out, remove each of the three lines from the tank. Oil should come out the supply fitting only.

TO 6 OR NOT TO 6

I want to put a 6-speed conversion in my 1992 Softail with the Ultima 113 motor. Is this something I can take on myself? I work on cars and own a lot of tools but I haven't done much with Harleys. Is a 6-speed really worth the money?

Robert Johnson
Reno, Nevada

This installation is pretty straightforward. Most kits are offered in two versions. One consists of a completely assembled transmission on a new trap door, the other just the gears and shafts, with assembly left to the buyer. I'd go with the assembled unit because it will save the hassle of rounding up various bearings and other small parts if they are not supplied with the transmission.

If memory serves, the only special tools you'll need are pullers for the clutch hub and primary bearing inner race. Start the installation by removing the primary drive assembly and starter, transmission top, shifter forks and drum, and right-side transmission cover. With that and the fasteners out of the way, you can remove the O.E. tranny after giving the mainshaft a few taps with a soft mallet to break the trap door loose from the case. Then, carefully work the transmission out by hand.

Refer to the manufacturer's instructions to see if you need to check any clearances. You may have to remove a little material from the tranny case to make room for the new mainshaft assembly. Installation, as the manuals say, "is essentially the reverse" of disassembly. I've hit the high points, but of course you'll refer to the manufacturer's instructions for more detail.

You may be able to choose between a 0.80 and 0.86 overdrive 6th-gear ratio. I'd go with the 0.86 unless you live where you can cruise for miles on end at 100 mph or better. The 0.86 gear is more usable at lower speeds, but will still give your Softail comfortable cruising at 100 mph.

My 5-inch stroke 126 was miserable at interstate speeds until I gave it a 6-speed. Now, I'll have to agree with tranny man Bert Baker that big motors and 6-speed transmissions are a marriage made in heaven. —Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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For the past five years, just in time for Christmas, J&P Cycles and *Easyriders* have teamed up to give away a newly built bike to an unsuspecting sweepstakes entrant. This year, Michele Baillargeon, of Hampden, Maine, was the delighted winner of a custom Goliath, built by the experts at Custom Chrome. When she received the phone call announcing her prize, Michele had to be told half a dozen times that she had won, until she was finally convinced that indeed, the voice on the other end was not just "pulling her leg."

Foremost among the Goliath's features is what Michele calls "the fattest tire I've ever seen," considering its 250 Avon rear tire and 11-inch steel rear fender. As we went to press, due to over 26 inches of snow piled up against her garage door in the last months of winter in Maine, Michele had yet to unleash the raging power of the bike's RevTech, 100-cubic-inch motor. Equipped with a 6-speed trans, 6-gallon gas tanks, and oversized frame tubing, the name "Goliath" seems to fit.

Michele has been a postal employee for over almost 19 years and her recent fame has made her the talk of the office, with all her co-workers angling to get in a picture with the bike. Michele lives beside Hermon Pond, a small boating lake, with her two dogs, three cats and three ferrets. Harboring a need for speed that got her into motorcycles in her 20s with an old boyfriend, today she's quite the outdoorswoman, enjoying white-water rafting, snow sledding, boating and inner-tubing on the three large rivers in Maine.

The CCI Goliath was delivered to Michele's garage in early February with a mere 2.9 miles on the clock and a $25,000 retail price tag. While Michele has never owned a bike and can't ride the Goliath herself—yet, she plans to take a Rider's Ed safety course this summer. She can use her local Harley-Davidson dealer in Hermon, Maine, as a resource for the safety course, info and gear. Michele calls her prize "a work of art," and remarked how much happier she is lately, especially because her friends are all so "tickled" by the experience.

While talking with J&P Cycles about the annual Build-A-Bike Sweepstakes, we were impressed by their genuine enthusiasm for motorcycles and bikers. J&P's

MICHELE FROM MAINE GETS A DELIVERY

EASYRIDERS/J&P CYCLES BUILD-A-BIKE WINNER

team of knowledgeable employees offers an easy-to-order-from parts department, well-organized catalogs, a comprehensive Web site, and a friendly, helpful customer service center. J&P Cycles loves to see customers getting involved in the spirit of motorcycle traditions. This sweepstakes promotes an awareness of the various bike models currently available, and gives J&P the opportunity to work together on projects with other great companies, such as Custom Chrome and, of course, Paisano Publications.

Watch the September 2005 issue of *Easyriders* for this year's Build-A-Bike Sweepstakes and enter to win.

—*Tragedy*

In the olden days, we'd chuck anything that added weight to the bike including the front brakes. Hell, all they did was slow you down. If a mechanical rear brake was good enough for Harley for 57 years, who were we to think different? I dunno, over the years our attitude might have changed for the better. Maybe it was too many ass-puckerin' rides through intersections after the nut that was holding the foot lever fell off. Perhaps the moment of truth came when we got to the top of a hill with the suicide clutch and a sinking realization set in that with no front brake, we'd be needing one more foot.

Nowadays, most of us realize that stopping fast is the flip side of going fast and good brakes don't have to look like a big hairy zit on a beauty queen. With that happy thought, here's a guide to the latest and greatest in stopping technology. *—Kit Maira*

BRAKES—NOT JUST FOR SISSIES ANYMORE

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PM says that although they usually hate to hide their brakes, their in-house R&D department saw a need for a drive-side braking system and went right to work. Completely concealed behind the pulley, PM's state-of-the-art brake system utilizes the time-tested 4-piston caliper and a specially constructed billet aluminum bracket. The PM drive-side brake will only work with their 18-inch wheels on '87 and newer Harley Softails and the Daytec hidden-shock chassis. It requires welding of supplied tabs and use of PM disc and pulley and is available in polished chrome or black anodized finish.

Performance Machine Inc. 6892 Marlin Circle, La Palma, CA 90623; 714-523-3000; www.performancemachine.com

Ness-Tech New Caliper Kits

Arlen Ness' Ness-Tech Radius 6-piston brake caliper kits feature smooth-flowing housings and Nissan internal components for proven reliability and stopping power. They are carved from 6061-T6 billet and beautifully chrome plated. Seven models are offered for 1984-up models. For info call 925-479-6350.

DP Brakes

DP has specifically produced compounds for the V-twin market that will, they say, give the rider advantages over other brands: two to three times the life over OEM, incorporation of graphite in compounds to stop noise/squeal and minimal rotor wear, no brake dust, ceramic heat shield on back plate to stop heat transferring into fluid, which equals no fade and equal performance, wet or dry. DP pads are the original equipment supplied on all JayBrake calipers and on Motor Trike rear kits.

DP Brakes North America, online at www.dp-brakes.com

DNA Brake Rotors

DNA claims they are the single largest brake rotor manufacturer and supplier in the USA, delivering the highest-grade material; 420-stainless steel. DNA's rotors are available in a smooth satin or a high mirror-polish finish. Their applications include '84-'99 through 2000 up. DNA offers several styles to choose from for stock or custom bikes. Don't settle for less, demand the best. DNA products are distributed through most of the major motorcycle parts distributors.

DNA Specialty Inc., 1415 W 178 Street. Gardena, CA 90248; 310-767-4070

Ferodo Pads For Polished Rotors

Ferodo PRP brake pads are designed for use with polished rotors. The PRP formulated pads are available for original equipment replacement and a wide range of custom calipers. Ferodo developed a special compound for these pads; it provides excellent stopping power without discoloring the luster of polished or show rotors. The proprietary PRP compound minimizes material deposits, smudging and the scoring of rotors, which is caused by the aggressive abrasives used in most pad compounds. The Ferodo PRP pads achieve all of this while still providing stopping power that often exceeds OE specifications. For over 100 years, Ferodo has been manufacturing high-performance brake components. Ferodo's premium compounds and uncompromising quality produce superior stopping power. Ferodo brake pads are distributed exclusively through Custom Chrome.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-729-3332; www.customchrome.com.

GMA Engineering's New Smooth 4-Piston Calipers

The popular GMA 400F and 402ST 4-piston brake calipers have an additional style to choose from now. They are both available in a new smooth version. The front caliper (400FS) will fit all Harley models from 1984-1999. The rear model (402STS) will fit Softails from 1987-1999. These calipers are available in chrome or a bright anodized finish.

Available through Drag Specialties dealers.

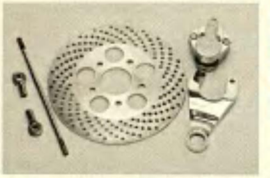
Contact Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; online at www.dragspecialties.com

Lyndall Racing Brakes, "When Good Enough Isn't..."

Just when you thought it just couldn't get better, Lyndall Racing Brakes introduces their Z-Plus Pads for your bike. They wear better, have more stopping power wet or dry, run cleaner and are just as easy on your rotors, as ever.

Available from Drag Specialties or Tucker Rocky. In Canada from KMS Sportsgroup.

Lyndall Racing Brakes LLC, 800-400-9490; www.lyndallracingbrakes.com



Pat Kennedy Brake Kit For Springer Front Ends

A complete springer brake kit from Pat Kennedy is available for single disc or dual disc users. The complete kit includes: Kennedy's billet aluminum polished caliper mounting bracket, Performance Machine 125 x 2 polished caliper, Pat Kennedy 8.5-inch stainless steel rotor, stainless steel anchor rod with stainless polished rod ends. The kit mounts to factory or custom springer fork assemblies using a 3/4-inch axle. Offers excellent stopping power in clean compact system. Available as a complete kit, or as individual components. Single disc complete kit retails at $625, dual disc at $1,100.

Pat Kennedy's Custom M/C Inc., 3963 W. Highway 80, Bisbee, AZ 85603; 520-432-1330; www.kennedyschopper.com

Pro-One Drive-Side Calipers

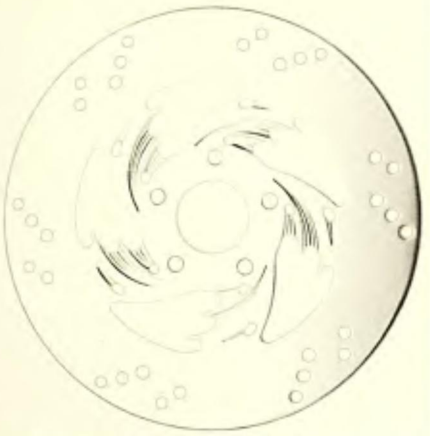
Pro-One's new drive-side caliper is going to solve a lot of rear braking problems for custom and conversion applications alike. This precision piece of braking hardware is manufactured to meet Pro-One's legendary standards for quality and reliability. Machined from solid blocks of billet aluminum and finished in show-quality chrome, the calipers feature a 4-piston layout for superior braking and are fit with a single bleed valve and banjo-style line fitting. The integrated hanger is machined for strength and a high-tech appearance. Each caliper is supplied with a pair of steel stabilizing tabs, which weld to the frame or Softail section, and allow for fine tuning axle

adjustment. Designed to accept 1-inch axle assemblies they are designed for extra-wide wheels like the Pro-One 18.5 x 8.5 and 10.5 and tires including the popular 250 and 300 series. Additionally, Pro-One offers installation kits that include rotors and custom machined hubs for use with Pro-One rims.

Pro-One Performance Mfg Inc., 2700 Melbourne Ave., Pomona, CA 91767; 800-884-4173; www.pro-one.com.

Custom Brake Rotors From RC Components

Looking for that perfect complement to your new RC Components wheels? Look no further then RC's line of custom 1-piece brake rotors. Each rotor is made



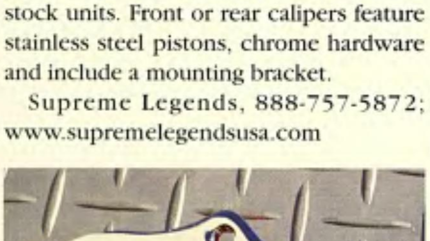
from the highest quality 410 stainless steel available and is polished to eye-catching perfection. Plus, since there is a brake rotor for every one of RC's custom wheel designs, there is sure to be a design just for you.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42101; 270-846-6000; www.rccomponents.com

Supreme Legends Brake Calipers

Reel in that big twin power with Supreme Legends brake calipers. Direct replacement for most Harley-Davidsons, these 4-piston, billet aluminum calipers dramatically improve braking power over the stock units. Front or rear calipers feature stainless steel pistons, chrome hardware and include a mounting bracket.

Supreme Legends, 888-757-5872; www.supremelegendsusa.com



Ultima Billet Aluminum Brake Calipers And Brackets

Ultima's USA-made 4-piston calipers feature an all-new design for true custom style. Available in polished or chrome plated finish with stainless steel fasteners.

The new Ultima caliper uses standard stainless steel pistons while the Ultima Plus uses hard anodized pistons and anti-rattle springs for increased performance and excellent wear resistance. All Ultima calipers offer reliable stopping power with great looks at an unmatched price. See them at www.ultimaproducts.com

Contact Midwest Motorcycle Supply, www.midwest-mc.com

Wilwood's New Billet GP310 Motorcycle Caliper

Wilwood Engineering announces a new line of billet disc brake calipers designed and engineered for 1984-2004 Harley motorcycles. These aluminum 4-piston GP310 Calipers for front and rear applications come in a bold distinctive look with a polished or brilliant chrome finish. Front GP310s are a direct leg-mount design available for single and dual disc brake models. Rear calipers utilize Wilwood's unique bracket designs and are available for all Softail, Dyna and touring models. All calipers include stainless steel pistons, high-temperature seals, bright finish bleed screws and Wilwood's exclusive anti-rattle pad clips. These calipers offer bolt-on high-performance braking with the latest custom look.

Contact Wilwood Engineering, 4700 Calle Bolero, Camarillo, CA 93012; 805-388-1188; www.wilwood.com.

RevTech Brake Calipers

RevTech brakes provide great stopping power and are available to fit most Harley models from touring models to full-blown rigid customs. They are made in the USA exclusively for Custom Chrome, and are now TÜV approved for use on motorcycles in Europe. Each dual-action, 4-piston caliper is meticulously CNC-machined from billet 6061 T-6 aluminum, with four 1.250-inch stainless steel pistons that provide superior stopping power. Calipers are fitted with the latest high-friction brake pads. Each application was designed for a perfect fit and includes everything you need, including C.C. Rider DOT 5 brake fluid. Kits are available with show-quality chrome-plated calipers and brackets with the distinctive RevTech logo on the caliper, or polished calipers and brackets without the caliper logo.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-729-3332; www.customchrome.com.

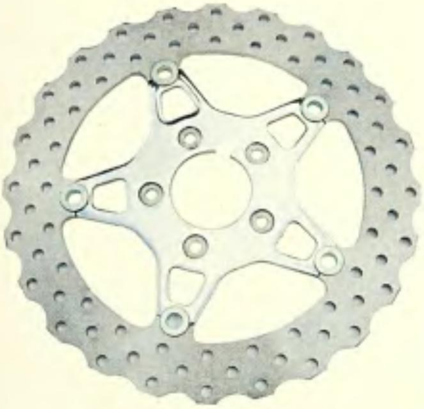
Hawg Halters

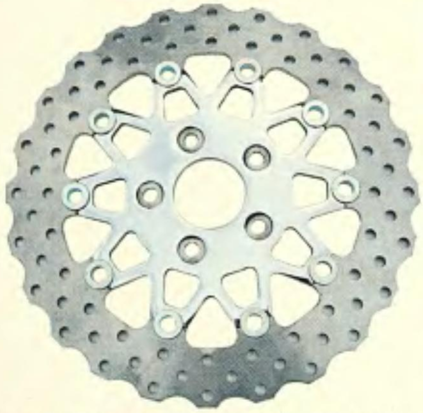
New from HHI is their 4-piston differential bore caliper kit with integrated LED tag/taillight assembly for the right-side-drive craze. Designed to work with right-side-drive, hidden-shock frames set up for the braking system on the left side. Available for 1-inch axle wheels and offered in chrome finish. Diamond-style taillight also in stock.

Contact Hawg Halters, 645 Auraria Rd., Dawsonville, GA 30534; 877-442-5837; www.hawghalters.com

EBC Brakes Pro-Lite Contour Brake Rotors

EBC Brakes announces the launch of their new street sport range of Pro-Lite Contour Brake Rotors. Featuring polished stainless steel hubs, and an option of circle or profiled brake rotors. Five-button units are for front fitment, 10-button units are for rear applications. The new Pro-lite contour series of fully floating front discs includes a radical new rotor ring with profiled contour to reduce weight, improve brake effect and provide modern concept looks that are becoming increasingly





fashionable on modern day sport bikes.

Available through many wholesalers, ask your dealer.

EBC Brakes, www.ebcbrakes.com

Sculpture Cycles' Bigbe Brakes

Bigbe Brakes is well known in the car-racing world and is now producing those quality brakes for Harley riders. The discs come ventilated and are available with either plain or with a wavy edge. The calipers are a differential bore, 4-piston design and very beefy. They are currently available for most Evo and Twin Cam big twins for front wheel, and for Softail rear wheels.

Sculpture Cycles, 260 South Alma School Road #126, Mesa, AZ 85210; 480-833-0998; www.sculpturecycles.com

New Brembo Calipers Available For Harley-Davidson

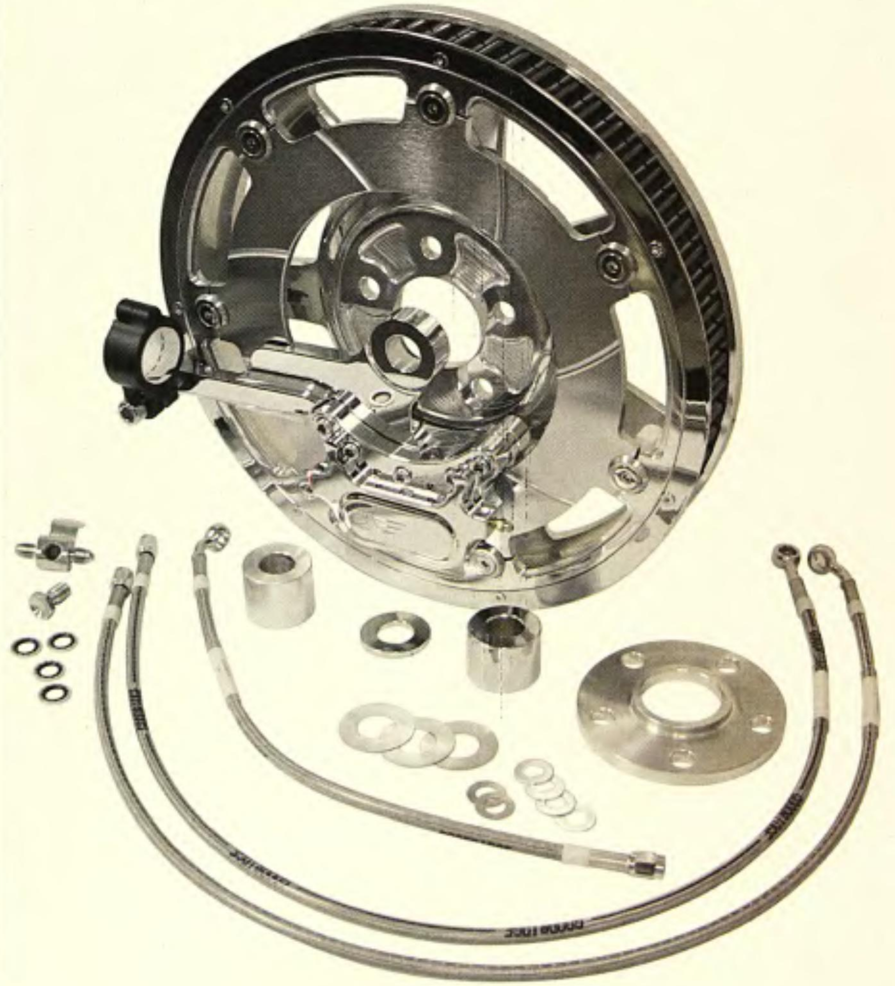
QTM Inc. now offers the "latest and greatest" that Brembo has for street bikes, available for the front of 2000 and later Harley-Davidson models. The chrome QTM/Brembo 4-piston, 4-pad calipers are paired with a QTM/Brembo oversized full-floating rotor. These calipers incorporate the latest technology in motorcycle braking. Brembo says that because they have one brake pad for each piston, the performance of the caliper is unmatched. The caliper offers the same advantages that only Brembo calipers have, including: built-in dust seals, hard-coated bores, hard-coated aluminum pistons. All of the QTM/Brembo full-floating rotors have a stainless steel friction surface that is mounted to a billet aluminum carrier with QTM's own "silent" floating hardware. This eliminates the noise that usually accompanies true full-floating discs.

QTM Inc., 1144 N. Armando Street Anaheim, CA 92806; 714-575-5000.

GMA Inside/Out Brake Pulley (below)

Introducing an industry first, the direct bolt-on brake pulley. The 4-piston chrome caliper and rotor are mounted internally. Featuring a polished CNC billet, 70-tooth design pulley to fit OEM belts. Ducted fan spokes are designed to cool the brake. The floating rotor composition is chrome plated ductile iron. Each kit includes stainless steel brake lines and all necessary mounting hardware. Absolutely no welding or machining is required as this brake pulley is a self-contained unit.

Contact MID-USA Motorcycle Parts Inc., 4937 Fyler Ave., St Louis, MO 63139-1111; www.mid-usa.com



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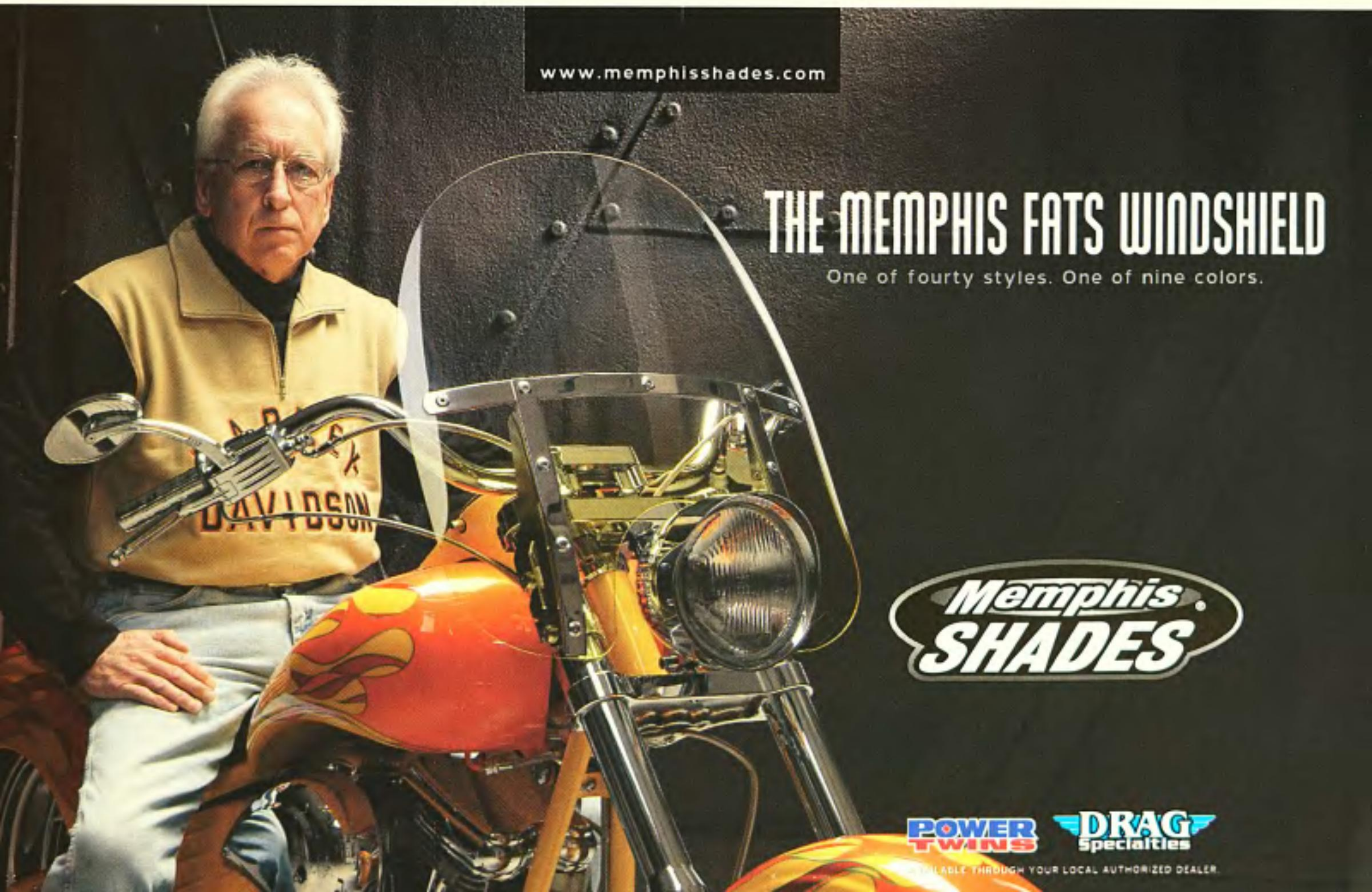
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Interesting looking frame, isn't it?" Mike Ballew deadpans, referring to the swooping and curving, graceful creation that must have consumed untold hours of fabrication time: lots of welding and careful grinding, molding and finishing.

"It's a special construction rigid," he says. No kidding. "I was going for something that I hadn't seen done before," he continues. "I like to see things flow on a motorcycle, front to back. I think I got it here."

South Central Customs is the name of Mike's shop in Poplar Bluff, Missouri. He built his first real custom, he says, in 1996, but Mike Ballew's been involved with motorcycles a lot longer than that. He grew up with them, literally. His father, Eugene, owned the local Harley-Davidson dealership even before Mike was born, so Mike's been on and around bikes for all of his 30 years.

Now, back to that frame. It's made up from a series of 1-inch diameter 0.120-wall chrome-moly tubes, all twisted,

SILVER STREAK!

MIKE BALLEW PUTS A TWIST ON THINGS...

swirled and brought close together in some places and spread out wide in others. The tubes run in pairs everywhere, all boxed with 1/8-inch sheet steel.

See what we mean when we said lots of welding and careful grinding? Mike says he starts it all off with a hefty "base plate" cut out of steel that's 6 inches wide. That simple plate mounts the motor and transmission, "and then I worked off of that," he says.

The base plate serves several purposes. Mike says it's a wonderful rock guard, especially on a low bike like this one, and because it replaces the normal frame rails at the bottom it's easy to lift the motor up and slide it straight in. The oil tank's down there, too.

"And more or less," Mike says, "you could damn near ride that motor plate down the road all by itself. It's that strong."

It's also the platform for one good-looking motorcycle. Leading off with a 12-over Paughco springer, Mike didn't miss a trick. Working towards the back of the bike and keeping things flowing, he built his frame to give the rear wheel the illusion that it's just kind of hanging back there, "suspended, more or less," he says. But of course there are no springs involved. The bike's a rigid.

All told, Mike says it took him about six months to complete all this. Most of the bikes coming out of his South Central Customs are this intricate, he says, which explains why Mike can only complete two or three of them a year. For the most part, Mike says, he works alone with his dad, that old H-D dealer, pitching in.

Stylized choppers like this aren't all that Mike dreams up, either. One of the more recent bikes completed, he says, was a stretched out and slammed down pro-street hidden-shock machine, complete with a supercharger and airbags. The exact opposite of what we see here.

Almost everything on a South Central bike is made in-house. "It all comes in the door as raw metal and leaves as a painted piece of a motorcycle," he says. That includes the sheet metal, which Mike says he crafts old-school style using little more than a shot-bag and a mallet. He did make an English wheel recently, "and that definitely helps," he says.

Everything Mike makes fits beautifully. He even took special pains on this bike to box in the bottom of the frame's backbone to make the underside blend perfectly with the fuel tank it carries. There are crisp, even seams everywhere with no unsightly gaps. And everything that should be, like the fuel tank and the oil tank, is rubber mounted to damp vibrations. As good as Mike's bikes look, first and foremost they're runners. "I consider the looks a bonus," he says.

While South Central Customs tackles it all, trucks, hot rods and motorcycles—"anything that you can't go out and buy," is how Mike puts it—the bikes make up the bulk of the business. "They're my main deal," he says. "That's what I concentrate on the most." It shows.

Mike's painter, Danny Morgan, finished things off here with some nicely chosen silver paint and airbrushed graphics. The Silver Streak's been finished for just about a year, "And if you like this one," Mike says, "I have a few more that should be finished up later this year that you'll probably enjoy, as well. I'm not lacking for new designs," he goes on. "I have plenty more in my head. What I'm short on, though, is the time to get them all done!" We'd say it's definitely worth the wait.

—Joe Kress

Easyriders

passin' gas

A man goes to the nursing home to visit his aging father. While he's there he sees the nurse mix Viagra into his father's hot chocolate.

"What are you doing?" he asks.

"The hot chocolate will help him to sleep," the nurse explains.

"And the Viagra?" the man asks.

"It keeps him from rolling out of bed."

A. Dixon
Jefferson City, Missouri

Jeff returned home early one night to find his wife lying naked in bed. His eyes went wide and he began to strip only to stop suddenly when he saw a cigar in the ashtray beside the bed.

"All right," Jeff demanded, "I'll kill you unless you tell me where the cigar came from!"

A muffled voice came from under the bed. "Havana."

Rocky
W.P.B., Florida

A blonde visits an eye doctor, who happens to be a biker, to find out if she needs glasses. The doctor tells her to read an eye chart on the wall with her left eye shut, but she can't seem to understand the instructions and keeps closing the wrong eye.

The doc grabs his thick riding goggles and places black tape over the right eye side, puts the goggles on her head, and tells her to read the chart. The blonde breaks out crying.

"Look," says the doc, "there's no reason to cry about getting glasses."

"I know," replies the blonde. "But I really had my heart set on wire frames."

B. Whitcomb
Palmdale, California

A young man is walking through his apartment lobby when he bumps into a gorgeous woman wearing a very loosely tied robe. She begins flirting with him and after a minute she places her hand on his chest and says, "Let's go to my place. I hear someone coming."

He follows her into her apartment, and once inside she immediately slips off her robe. "Tell me," she purrs, "what do you think is my best feature?"

"Um, I guess that would be your ears," he replies nervously.

"My ears?" she says. How can you possibly think that the best part of this body is my ears?"

"Well," he stammers, "back in the hall when you said you heard someone coming? That was me."

Mountain Mann LeMay
Mountain, Wisconsin

A mother is in the kitchen making supper for her family when her youngest daughter walks in. The child asks, "Mommy, where do babies come from?"

After thinking about it for a moment, the mother says, "Well, dear, Mommy and Daddy fall in love and get married. One night they go into their room. They kiss, hug and have sex."

The child looks puzzled. The mother continues. "That means the daddy puts his penis in the mommy's vagina. That's how you get a baby, honey."

The child replies, "Oh, I see, but the other night when I came into your's and Daddy's room, you had Daddy's penis in your mouth. What do you get when you do that?"

The mother says, "Jewelry, dear."

R.
W.P.B., Florida

A beggar walks up to a well-dressed woman shopping on Rodeo Drive and says, "I haven't eaten anything for days."

The woman looks at him and says, "God, I wish I had your willpower."

Craig Bradley
Pontiac, Illinois

When it was time for milk and cookies at the nursery school, the biker's little rugrat, Petey, refused to line up with the rest of the class.

"What's the matter, Petey?" the teacher asked. "Don't you want any cookies today?"

"Fuck the milk and cookies," Petey answered.

Shocked, the teacher figured the best way to handle the incident was to ignore it. The next day when it came time for milk and cookies, she once again asked the same question and got the same reply: "Fuck the milk and cookies."

This time the teacher called Petey's mother. She came to class the following day and when milk and cookies time arrived, she hid in the closet.

The teacher asked Petey if he wanted his snack, and he replied, "Fuck the milk and cookies." She opened the closet door and asked Petey's mother what she thought of that?

"Shit," she said, "if the little bastard doesn't want any, then fuck him. Don't give him any."

G.L. Weaver
San Bernardino, California

Q: What has four legs and one arm?

A: A pit bull at recess.

Virginia W.
Currituck, North Carolina

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Mike Ballew
City: Poplar Bluff, Missouri

General

Designer: Mike Ballew
Fabrication: Mike Ballew
Year/make: 2004 Ballew's
Model: Silver Streak
Assembly: Mike Ballew
Time: 52 days
Chroming: S&S Plating

Engine

Year: 2000
Rebuilder: S&S
Displacement: 113 cubic inches
Ignition: Crane
Cam: S&S
Carb: Mikuni
Air cleaner: Wimmer Machine
Pipes: Santee

Transmission

Year/make: 2003 Baker
Shifting: 6-speed

Painting

Molding: Mike Ballew
Painter: Danny Morgan
Color: silver
Type: House of Kolor
Special paint: none

Frame

Year/make: 2004 Ballew's
Type: rigid
Rake: 45 degrees
Stretch: 9 inches

Accessories

Handlebars: Super Bars
Handlebar controls: Arlen Ness
Fenders: Mike Ballew
Headlight: Arlen Ness
Taillight: Mike Ballew
Speedo: none
Pegs: Arlen Ness
Foot controls: Arlen Ness
Gas tank: Mike Ballew
Oil tank: Mike Ballew
Seat: Ballew's/Classic Auto Interior
Grips: Arlen Ness

Front end

Type: springer, 12 over
Builder: Paughco

Wheels

Make: Xtreme Machine
Size: 21 x 2.15 / 18 x 8.5
Tires: Metzeler, 250 rear
Brakes: Performance Machine

Photos: Nate Ullrich

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DYNO-DRAGS NATIONALS SHOOTOUT

The country's fastest riders converge each year for cash, prizes and bragging rights at the world's only virtual drag strip...also known as the Teresi Dyno-Drags Nationals.

You may have seen the Dyno-Drags truck during Daytona Bike Week on Beach Street, during the Sturgis Rally over at the Full Throttle Saloon, or at any of the over 40 motorcycle runs and events each year across the U.S. The Teresi Dyno-Drags truck is a virtual drag strip on 18-wheels and this big, black semi offers one-of-a-kind white knuckle thrills without the danger of a real drag race.

Several years and big dollars worth of research and development went into the creation of this wild attraction. After each bike and rider are weighed in, twin dynamometers allow two contestants to lock their front wheels down and spin their back wheels to achieve accurate quarter-mile times against the clock and each other. They even have a drag race light bar to launch them off the line.

For the second year in a row, the Dyno-Drags truck came to Pomona, California, in January during the Easyriders Bike Show, at the famous Pomona Fairplex and Speedway. After traveling the country all year, the Dyno-Drags truck gathered top finalists and those riders with the fastest times in Pomona for the annual Dyno-Drags Nationals.

Event-goers roared as motors wailed, and the competitors were weeded out one by one. When the smoke cleared, the top winner emerged; he hailed from the home of Harley: Milwaukee. In fact, the winners were from a Milwaukee dealership: Hal's Harley-Davidson.

Rob Schopf, Hal's Speed Shop manager and head engine builder, took first place and won the day with an amazing 8.924 ET. Riding a 2000 Confederate equipped with a 124-cubic-inch Evo-based engine and Hal's Speed Shop CNC/S&S B2 head kit by ET Performance, Schopf was able to easily blister the course. Schopf's 32 years of racing and 21 years of working at Hal's also helped clinch his first place victory.

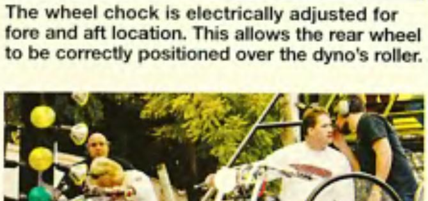
Hal's Speed Shop was well represented in this annual race with two other riders also placing. Rick Schopf, Rob's brother, rode Hal's V-Rod with a 9.484 ET at 161

The Dyno-Drags truck has a lift platform to raise the contestants' bikes up to the dyno deck.

Once on the deck, the bikes are rolled into one of two dyno cells.

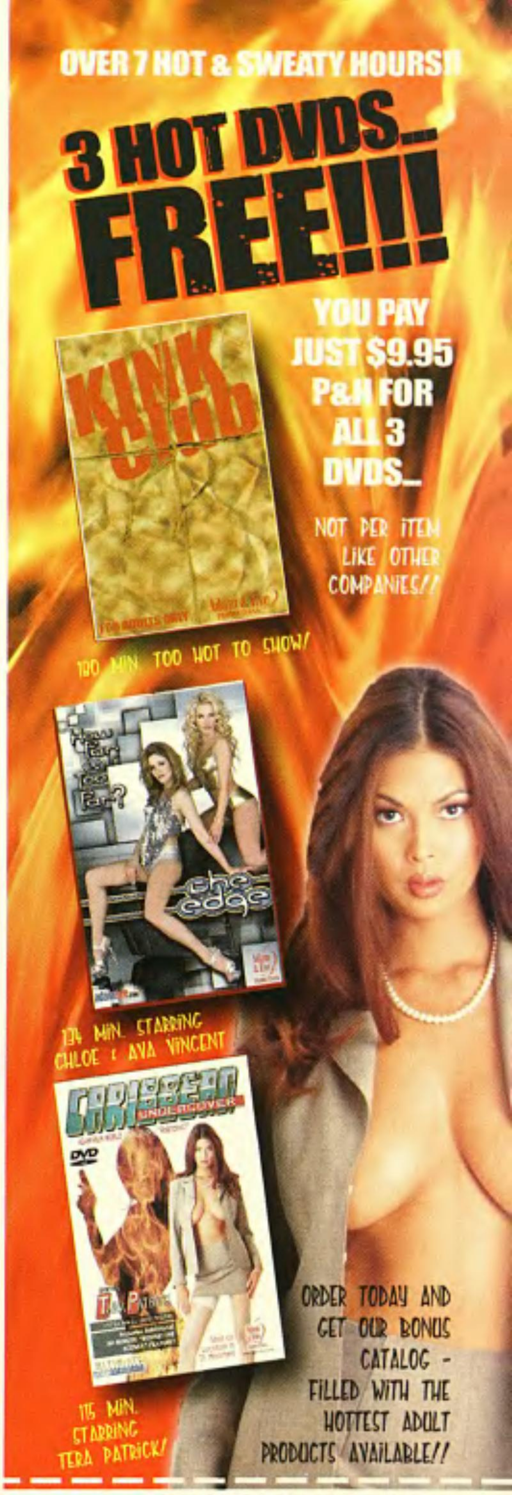
Heavy-duty wheel chocks secure the front wheels.

The wheel chock is electrically adjusted for fore and aft location. This allows the rear wheel to be correctly positioned over the dyno's roller.



The moments leading up to a race can be tense; this rider is getting procedure clarification.

The Dyno Drag system uses a standard "starter tree." When the bikes setup is complete the "pre-stage" lights go on; when the riders give the ready signal, the "stage" bulbs light; then the computer-controlled automatic countdown of the three yellow lights begins. When the green bulbs light, the race is on. If a rider jumps the gun, the corresponding red bulb lights and they are disqualified.



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And the race is on. Some riders watch the electronic timer, while others keep their eyes on their tachometer.

A red light ending, the bike on the right started a split-second too soon. His day is over.

Setting up for the final race. Everything was checked and rechecked. The bikes got about 20 minutes between runs to cool down.

Running for the money, Rob Schopf, on the far bike beat John Weisz by less than two tenths of a second.

The 2004 Teresi Dyno-Drags Nationals finalists.

Rob and John getting their checks; this adds to their fun at the drags.

horsepower and took fourth place. Speed Shop customer, Jason Larkin, rode a 2002 Dyna 9.156 ET at 160 horsepower outfitted with Hal's 124 and Hal's Speed Shop CNC/S&S B2 head kit by ET Performance and came in third place.

Racing was especially challenging this year as competitors were forced to contend with torrential downpours that blanketed California.

"It's a great feeling to have our Speed Shop's hard work pay off," Schopf said. "Riding one of the bikes that's been enhanced by the Speed Shop is very rewarding, especially experiencing the great results our prototype B2 head kit could turn."

Congratulations to all the competitors of this year's Dyno-Drags Nationals! Anyone racing in the 2005 year will qualify for the 2006 Dyno-Drags Nationals for cash prizes worth $10,000, so look for the Dyno-Drags truck at the next big event. Special thanks to the Dyno-Drags sponsors, *V-Twin* magazine, Performance Machine, Bros Club, Belt Drives Limited, and J&P Cycles.

—*Dave Nichols*

Rob Schopf's winning bike; it ran so hard in the finals that its headlight popped out. It is a 2000 Confederate chassis that has been converted to a rigid rear wheel; the mono-shock was replaced with an aluminum link. Rob built the 124-inch S&S motor with one idea in mind: winning. He was the second place winner in 2003.

TERESI DYNO-DRAGS NATIONALS WINNER'S LIST

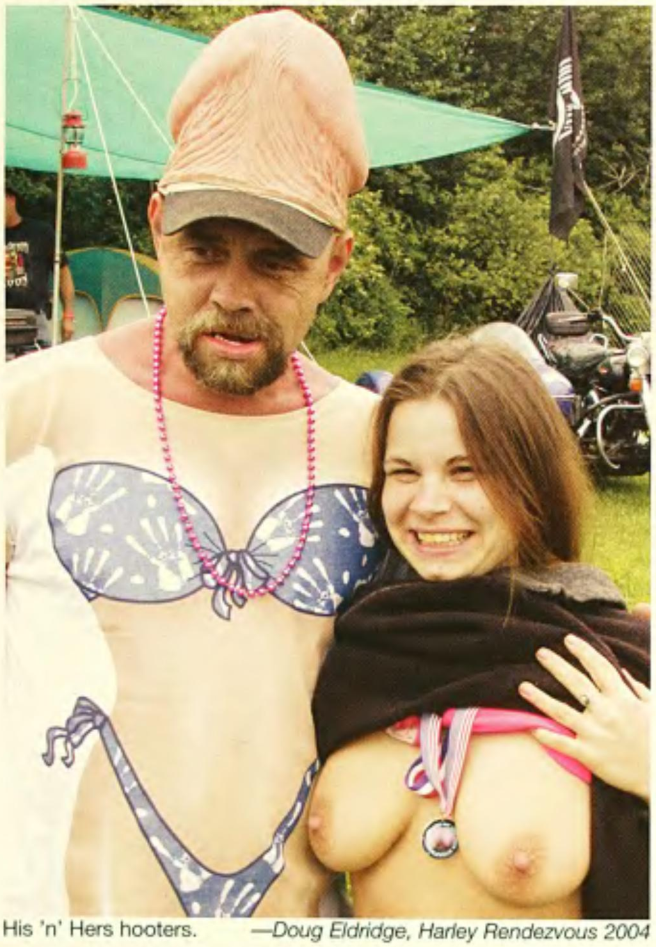
1st Place	Rob Schopf	8.924 ET
2nd Place	John Weisz	9.110 ET
3rd Place	Jason Larkin	9.156 ET
4th Place	Rick Schoph	9.484 ET
5th Place	Ray Devine	9.714 ET
6th Place	David Bodell	9.741 ET
7th Place	Bruce Rainyard	9.805 ET
8th Place	Tommy Loredo	9.971 ET

Photos: John Sullivan

"We're officially in the boondocks." —*Anita K., of Brian and Gina, West Point, Va.*

Looks like the highbeams are on in the cold creek at Redwood Run 2004. —*Logan Law, Piercy, Calif.*

Another "Larry" sighting. *—Michael Murphy, Phoenix, Ariz.*

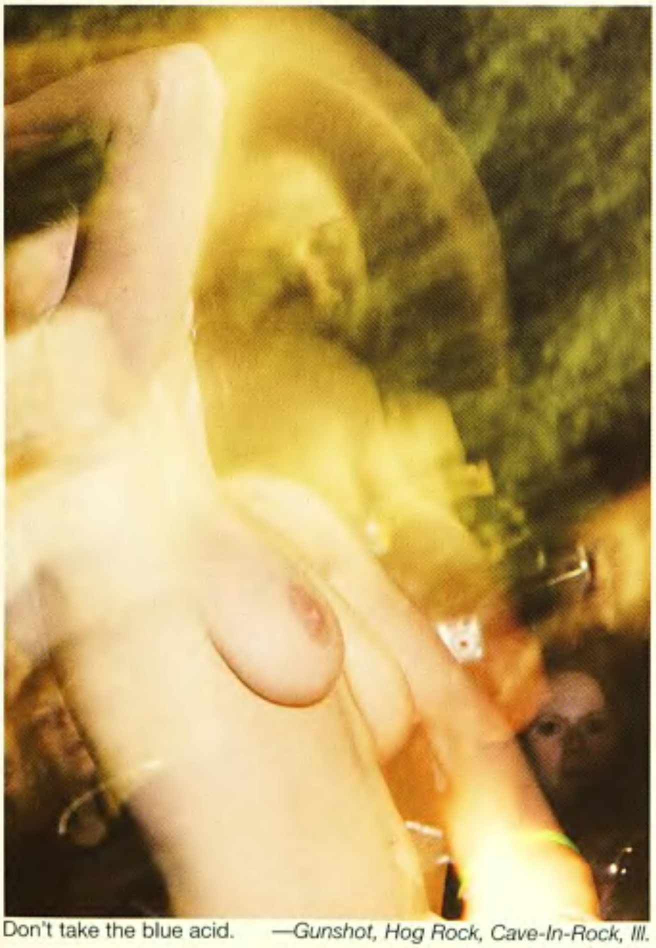


His 'n' Hers hooters. *—Doug Eldridge, Harley Rendezvous 2004*

Lickable Love Ride fan at MMA Toy Run. *—Hammer, L.A. Coliseum*

Don't touch Jesse's bike! *—Dan Brouillard, Long Beach, Calif.*

At the track they call her Milkshake. *—Jay Cue, Toys in the Sun Run, Ft. Lauderdale, Fla.*



Don't take the blue acid. *—Gunshot, Hog Rock, Cave-In-Rock, Ill.*

Proud Pans. *—Kurt Messner, Paoli, Wis.*

Snow ride. *—L. Hutchinson, Greenville, Ind. Photo: Donna Bostock*

ABATE of Pennsylvania, Delaware Dist., 2004 Toy Run for Children's Hospital. *—Lou Camerota, Philadelphia, Pa.*

Time for a little R&R. A certain lieutenant may owe $50. *—DC2 William Schroeder,* Easyriders *Video Night, Bahrain, UAE, Persian Gulf*

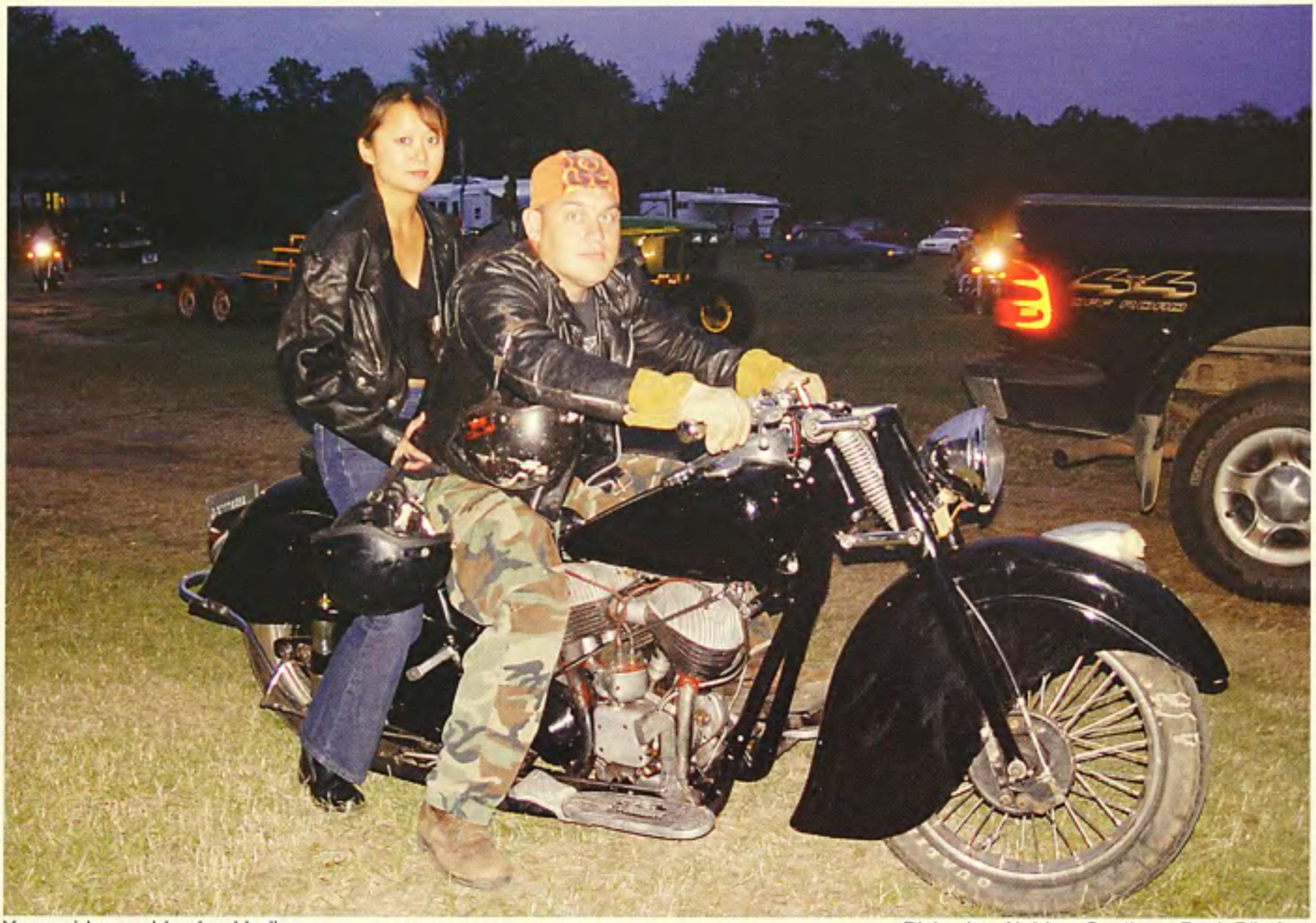
Wardrobe malfunction. —*Ricky Joe Akridge, Hog Rock Rally, Ill.*

Red, white, and boob. —*Cary Henry, Biketoberfest, Daytona, Fla.*

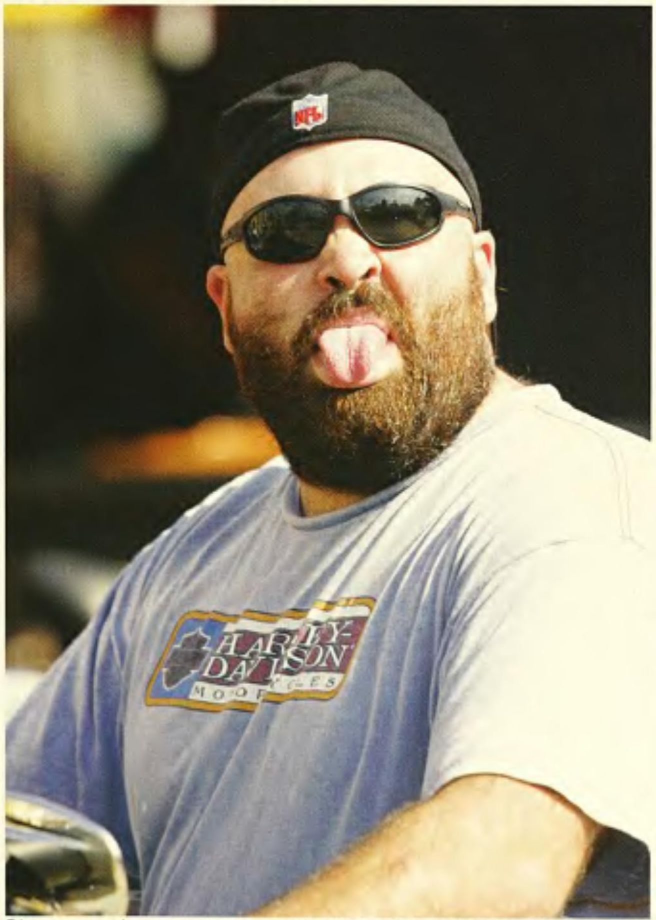
Flamin' trike Ultra. —*J. Michael Johnson, Daytona Beach, Fla.*

Fat white boy on a white Fat Boy. —*Harland Watson, Merlin, Ore.*

Come to Papa. —*Snapshot, Conesville, Iowa*



Young riders...old-school Indian. *—Ricky Joe Akridge, Southern Rock Bikefest*



Oh, grow up! *—Mo Welsh, Biketoberfest, Daytona, Fla.*

Bounce-back bumpers. *—Michael Briseno, Ignacio, Colo.*

Picturesque Yabo Falls. *—Jay Mac, Labor Day Party, Enon, La.*

Good grief, sober up! *—Gunshot, Little Sturgis, Ky.*

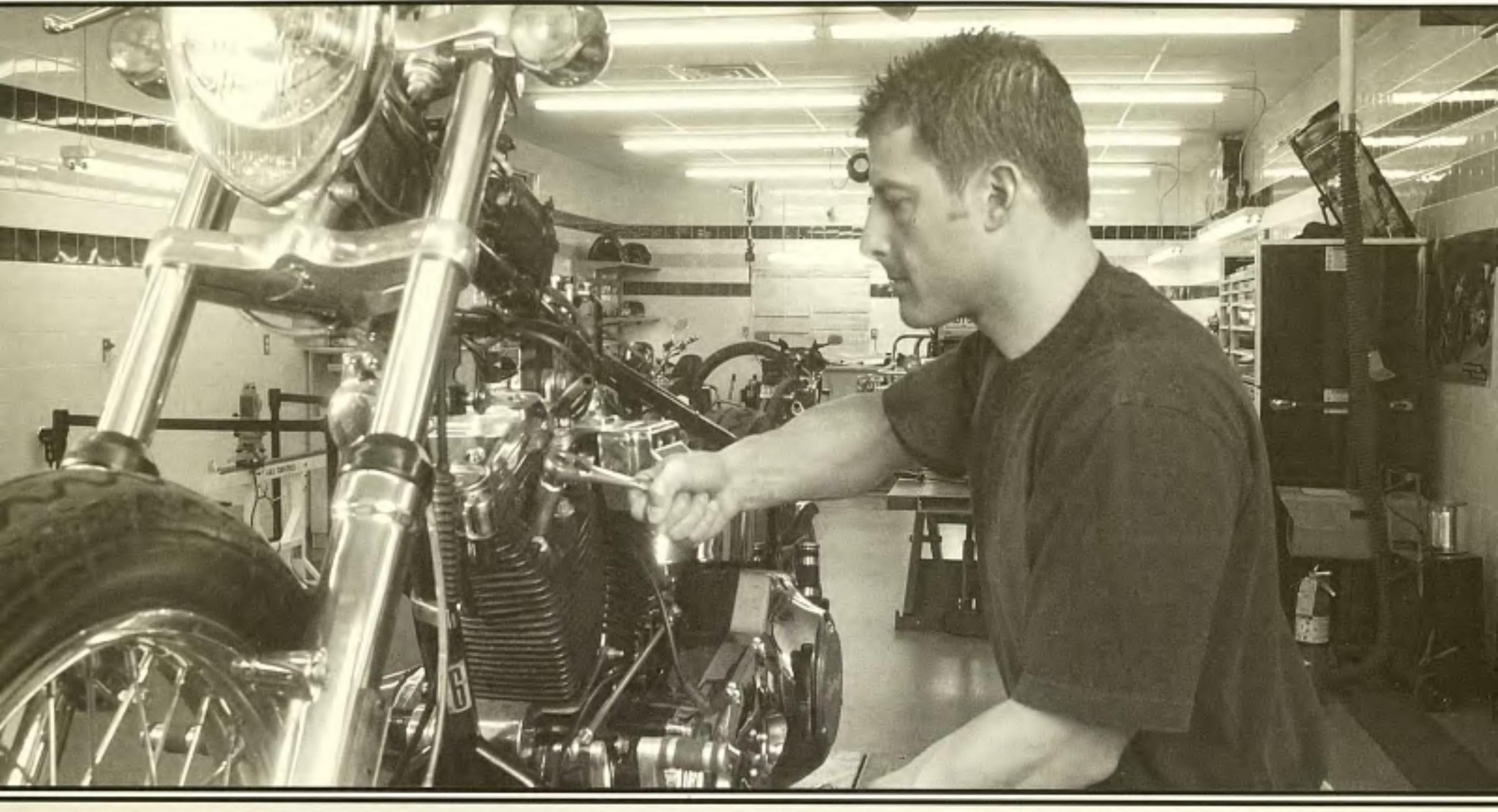
The "real" Terminator. *—Hollywood Pruitt, Iraq*

That's more like it. *—LowLife, Carolina Backroads*

Party professional. *—Jim Boan, Ham 'n' Jam, Hulett, Wyo.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

Make Money Fixing Motorcycles



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JIM ATTENBOROGH'S 1956 FLH FLASHBACK

A YANKEE IN KING PEACH'S COURT

About 40 miles east of Atlanta you'll find a peach of a place called Loganville, the deep Down South home of a transplanted New York bike builder with the handle "Yankee Jim" aka Jim Attenborogh. When the Georgia resident, for some 22 years now, was asked if he missed winters up north, he laughs and says, "Not at all. I've got customers who were supposed to pick up their bikes yesterday for Daytona but are still stuck in New York because of a blizzard. When I'm not riding, I'm playing golf. I've even got a Road King set up to carry my clubs."

Many years ago, Jim had come down to Georgia to visit his parents and decided he liked the open spaces and the warm weather and went out and bought five acres of land and put a house on it, then opened his Roadhouse Choppers shop in 1984. He had operated a large retail store before he decided to concentrate on custom work. "I'm not a retail person. I'd rather be in here working than dealing with people who want to buy T-shirts and look at choppers 'cause they saw them on TV."

Now he builds four or five customs a years and operates a full-service shop. You could say the ultimate testimony to his skills is expressed in the 1956 FLH seen here. It's recently gone through a major makeover but has been Jim's personal ride for 30 years, having bought the bike in 1975. He calls it "Mr. Pan."

Asked how many miles he had on the bike, Jim says, "I couldn't even tell you. One of the things I don't recommend is a speedometer, but I'd guess it probably has close to half-a-million miles. Of course the engine's been done many a time over the years."

Before its transformation, Mr. Pan was basically a stock FLH sporting a solo seat, fat bobs and a hinged rear fender with a windshield up front and whitewalls. Jim tossed out about everything but the motor and transmission then went to work on the coffin tank, fender, belt guard, sissy bar...about everything you see.

"I'm not big on themes but as I went along the Western thing developed. It started with the boot hill-look coffin tank, then I added a shifter based around a vintage 1879 Colt .44-40 revolver while the taillights are fabricated to look like a double-barreled shotgun with LEDs. I also added the fat spoked wheels to give the wagon train look." The selection of Paughco parts, like the frame, pipes, springer front end and way-tall, 24-inch bars add to that nostalgic flavor.

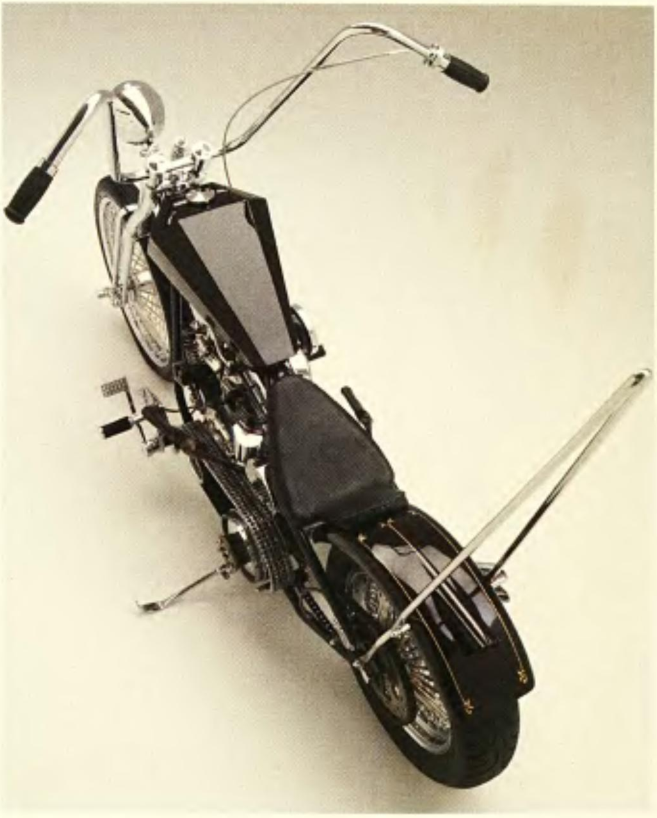
Much of the bike is hand-fabbed including the stainless steel oil tank and sissybar that Jim designed to match the same height of the high soaring apes, which helps bring the bike's overall balance into view. Asked if those handlebars were legal, Jim replies, "I don't know. I don't think so. But I've had cops come over and look at it and compliment it."

As for the use of stainless, Jim says, "I buy stainless I can polish and I never have to worry about chroming anything. While chrome may crack and flake off, stainless is safe. I also made the motor mounts, the motor sprocket and various brackets out of stainless." The paint chores were handed to Kyle Lee for the tasty black cherry while Tony Lecroy from Lecroy Creations created the gold leafing highlights.

Jim says the FLH "sounds great. It sounds like a panhead." And speaking of sounds, we just had to ask Yankee Jim if he was the only person in Loganville without a Georgia accent. "No," he says, "my machinist is from Buffalo, New York, and my mechanic is from Virginia. But the girl who works in the office does have the Atlanta peach voice."

Jim's placed his Mr. Pan in four shows and it's brought home five trophies including two Best of Shows. Not bad after 30 years.

—Paul Garson



Owner:	Jim Attenborogh
City:	Loganville, Georgia
Designer:	owner/ Roadhouse Choppers
General	
Fabrication:	RHC
Year and make:	1956 Harley-Davidson
Model:	FLH
Assembly:	Yankee Jim
Time:	3 months
Chroming:	Sport & Chrome
Engine	
Year:	1956
Model:	panhead
Rebuilder:	Roadhouse Choppers
Ignition:	RHC
Displacement:	74 cubic inches
Lower end:	RHC
Balancing:	RHC
Pistons:	Wiseco
Heads:	Harley-Davidson/RHC
Cam:	Andrews
Lifters:	Andrews
Carb(s):	S&S
Air cleaner:	RHC
Pipes:	Paughco
Mufflers:	what?
Transmission:	'56 Harley-Davidson
Modifications:	Andrews gears
Shifting:	Colt .44-40
Painting	
Painter:	Kyle Lee
Color/type:	black cherry
Special paint:	Lacroy Creations
Frame	
Year:	1991
Builder:	Paughco/RHC
Type:	rigid
Rake:	stock
Stretch:	none
Shocks:	what?
Modifications:	yes
Accessories	
Bars:	24-inch Paughco apes
Handlebar controls:	where?
Fenders:	RHC
Headlight:	Drag Specialties
Taillight:	RHC
Speedo:	none
Dash:	no
Front pegs:	Jay Brake/RHC
Rear pegs:	nope
Electrics:	RHC
Gas tank:	RHC
Oil tank:	RHC
Oil system:	RHC
Seat:	Kingpin Seats
Sissybar:	RHC
Mirrors:	Turn your head
Grips:	Harley-Davidson
Forks	
Type:	springer
Builder:	Paughco
Wheels	
Front	
Size:	21 inches
Wheel:	Drag Specialties
Tire:	Avon
Brake:	why?
Rear	
Size:	16 inches
Wheel:	DS
Tire:	Avon
Brake:	Exile
Photographer:	Aaron Stevenson

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FoxHunt

Meet February's Winner

This just goes to show you that the second time around...ain't always a bad thing. Meet the luscious Latina, Martha, your February Fox Hunt winner. Entering the contest last February was Martha's second time as a contestant. Her first time through, there was some major miscommunication and we lost touch with her. See, besides riding on and posing with bikes, you'll usually find this girl, rippin' a big set or two off the coast of Rosarito Beach, Mexico. Martha enjoys splitting her time between the two countries, especially when the waves are good. However, for our intents and purposes, we wanted to showcase that natural beauty and, of course, see what all is under that wetsuit! To help us with those details, we flew her to NorCal and paired her with Tommy Chong impersonator, Mike Chase, and a cool sled from Greg Westbury. Flip to Page 98 for the results. —*Hugh E. Rection*

Ali—Arizona

#0701

"I' know it sounds too cliché, but I've been hooked on bikes since my very first time. If I'm not riding on one...I'm posing on one."

Chassidy—Georgia

#0702

"My first ride on a Harley made me realize what they meant when I was told it was like riding a $20,000 vibrator. The faster the better."

Gia—California

#0703

"Tattoos and Harleys. Both of them are incredibly sexy and the combination puts me over the edge."

Kellie—Georgia

#0704

"I don't remember my first ride, but I do remember riding with Jesse James during Bike Week!"

Jordan—North Carolina

#0705

"I've been riding bikes since I was little. However, my most memorable ride was when I was six. I rode with my dad to Myrtle Beach Bike Week."

Scottie—North Carolina

#0706

"My first ride on a Harley was like the first time I had sex: I was scared to death, but I loved every minute of it."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #385 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2005. The voting deadline for this month's crop of cuties is June 30, 2005. We'll announce the winner in the October 2005 issue.

Here she is, your March Fox Hunt winner, The captivating Aja, No. 0304. Come back next month and see what else this hottie from South Carolina has to show us!

385

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Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Home Phone ( ) __________ Cell Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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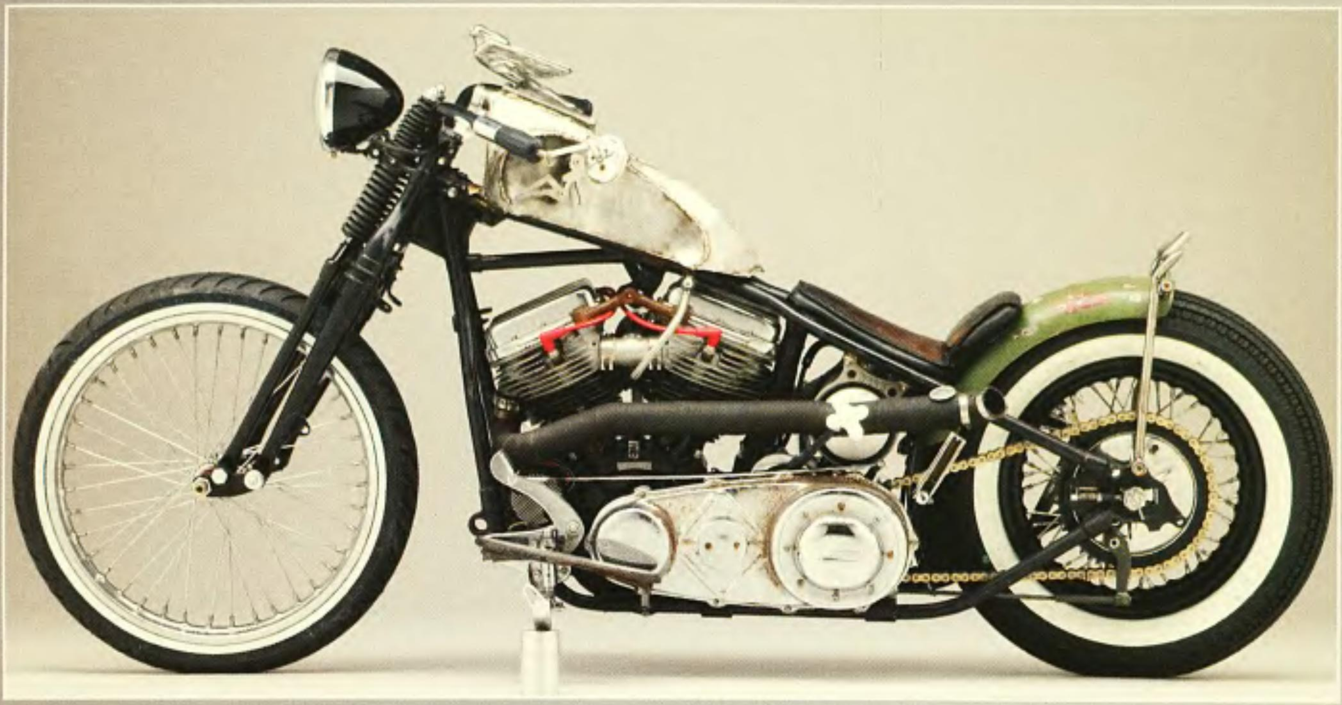


By now you would have to be living in a cave somewhere on the Afghanistan-Pakistan border not to have seen the outlandish rides crafted by Billy Lane and the crew at Choppers Inc. This star of the gearhead boob tube has created some of the most "out there" rides we've ever seen. Surprisingly, his personal bike is rather down to earth, but as one would expect, it still maintains a punch of his own personal flair.

Billy Lane's daily rider started off as a mostly complete '48

HELL'S BELLE

BILLY LANE'S DAILY RIDER

panhead that he bought at a swap meet at Harley-Davidson's 100th anniversary. He had sold all his custom bikes and really wanted something he could ride. He has always loved bobbers and in his book *Chop Fiction* he says it's because of photographer Danny Lyon, who in 1966 snapped a now famous photograph of an Outlaw crossing the Louisville Bridge on a panhead bobber. Billy says, "From the first time I saw that photograph, I knew that style was timeless." The love for bobbers led Billy to finish "Hell's Belle" with a very raw look. He stripped the bike of its fenders, exhaust, seat and gas tanks, and made his own. "There's no hammer or English wheel work there. All of the panels were bent over my knee. I made the fender, sissybar and pipes in another day. People really identify with and love that bike. Arlen Ness told me it brought back some memories." Billy says.

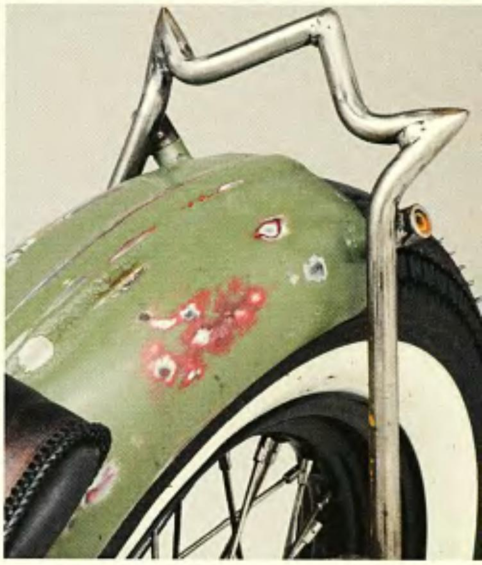
When we asked him to dig in and ferret out some of the details, he replied, "Details? The frame is bent, and the floorboards are Club Castings. The handmade leather seat is off of the first Harley I ever rode. The hood emblem is from a '41 Cadillac." Last year, when Billy was in Laughlin riding Hell's Belle he ran out of gas 100 feet from a gas station. While pulled over by the side of the road a cop rolled by and told him to get out of the road. One thing led to another, about which Billy grins and says, "I look great in handcuffs...."

What's new at Choppers Inc.? Besides three new signature frames and several new parts, Billy has just finished writing a second book, a how-to book. The first book, *Chop Fiction*, was a refreshingly candid autobiography, featuring some great photography by Michael Lichter.

Mr. Lane has also been kept busy with his Blood Sweat And Gears Tour. Billy has packed up his shop into a 50-foot open-sided trailer and is taking it on the road. "I want to give the fans what they see on the *Biker Build-Off* shows—live." He is inviting many top builders, like Kendall Johnson, Aaron Green and many others to work with him live on stage, working on his own bikes, as well as those of some of the lucky attendees.

Billy continues to appear on the popular *Great Biker Build-Off* TV series on the Discovery Channel, including the Indian Larry tribute episode and hints, "You might just see me on some more new shows on the Discovery Channel—stay tuned!"

—*Kit Maira*



Owner: Billy Lane
City: Melbourne, Florida

General
Fabrication: Billy Lane
Year/make: 1948 Harley-Davidson
Model: panhead
Assembly: Billy Lane
Time: 2 months
Chroming: none
Polishing: none

Engine
Year: 1948
Builder: Harley-Davidson
Displacement: 74 cubic inches
Cam: Sifton
Carb: S&S
Ignition: Morris Magneto
Pipes: Billy Lane

Transmission
Make: Harley-Davidson
Year: 1948
Shifting: suicide
Special Features: ratchet lid, jockey shift

Painting
Molding: none
Painter: Billy Lane
Color: clear
Type: Ace Hardware

Frame
Maker: Harley-Davidson
Type: rigid
Rake: 30 degrees
Other alterations: bent

Accessories
Handlebars: Harley-Davidson
Risers: built-in
Handlebar controls: none
Fender: Chica
Headlight: Harley-Davidson
Taillight: Choppers Inc.
Speedo: none
Pegs: boards
Electrics: Billy Lane
Foot controls: suicide clutch
Gas tank: Billy Lane
Oil tank: Mooneyes
Oil system: Harley-Davidson
Seat: unknown
Mirrors: cheap
Grips: Harley-Davidson

Front end
Type: Springer
Builder: Harley-Davidson

Wheels

Front
Size: 21-inch
Hub: spool
Rim width: 3.25 inches
Tires: Avon
Brakes: none

Rear
Size: 16 inches
Hub: Harley-Davidson
Rim width: 5.5 inches
Tires: Coker
Brakes: drum

Photos: Michael Lichter

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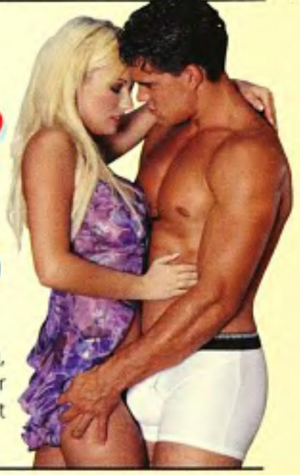

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The genius behind **MAGNA-RX+** is **George Aguilar M.D.**, a Board Certified Urologist who has treated over 70,000 patients with erectile problems. He is a member of both the College of Urology, and the director of 46 urologists. He is also a past president of his State Society of urologists. Over three years ago, **Dr. Aguilar** made the amazing discovery that is now known as **MAGNA-RX+**, a powerful natural **Penis Enhancement Formula.**

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THE BRUTE

ULTIMA PRODUCTS
120-INCH MOTOR

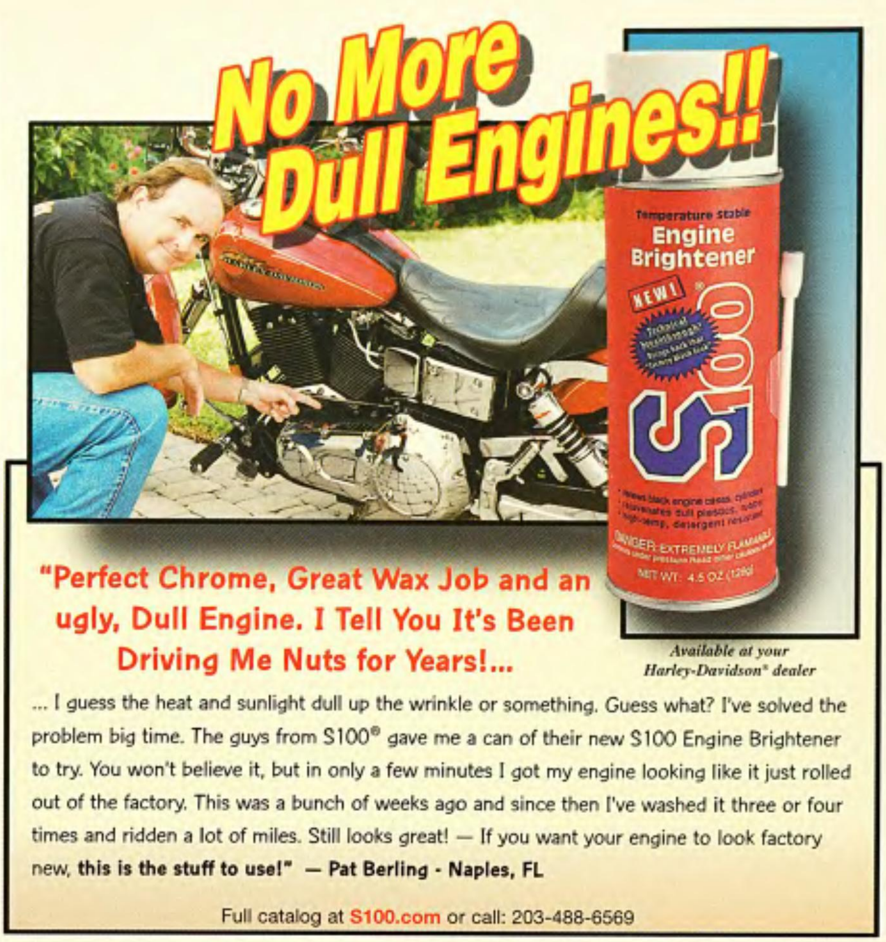
What's in a name? In the case of the El Bruto motors from Ultima Products, a lot. They offer four sizes of V-twin motors in 100-, 113-, 120- and 127-cubic-inch displacement. They are made in the good old USA from all new designs that incorporate the latest in metallurgy and machining technology. The motors are based on the tried and true H-D Evo-style and their mounting footprint, sprocket shaft and primary case bolt pattern are the same as those that have been used since 1984; they will bolt into most stock and aftermarket non-Twin Cam frames.

The object of our affection is their 120-inch El Bruto. It gets its size through a 4.25-inch bore and 4.25-inch stroke. This motor is not for the faint of heart; it pumps out over 130 horsepower and 135 foot-pounds of torque at the rear wheel, mind you. It has a compression ratio of 9.8:1 with a fairly hot camshaft, 252 degrees duration and 0.625 inches of valve lift.

All of this power is transmitted through a flywheel set that features all the latest tricks: H-beam rods, large press-fit pin and forged 1-piece flywheel halves. The cases were custom designed to handle all of this power without so much as a blink; they have reinforced webbing at all of the high stress locations. The lubrication system is up to the task with a high volume billet oil pump. It not only feeds the motor's bearings but it supplies a pair of oil-cooling jets that spray the bottoms of the pistons.

The Ultima team used the latest computer modeling in laying out the cooling fins on the cylinder barrels and heads. They have 30% more surface area than similar-sized motors. The cylinders are cast from a special alloy, C355 aluminum

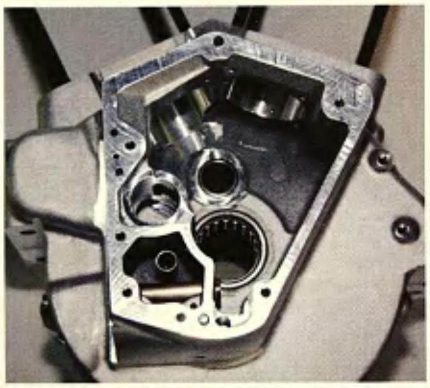
The flywheel assembly is as stout as you can get. The 7.7-inch rods have a H-beam cross section with 0.927-inch wrist pin bores. Each flywheel is forged from 4140 steel and fully heat-treated. The assembly is pressed together using a 1.670-inch crankpin.



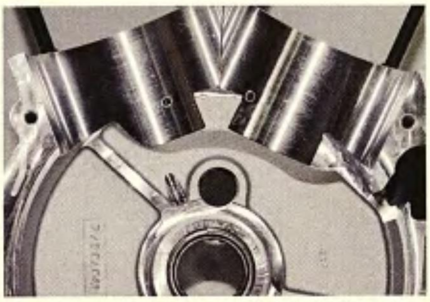
The pistons are forged from a special low-expansion aluminum alloy that offers superior dimensional stability. The full floating wrist pins are lubricated from holes in the lower ring groove. The special steel wrist pins are gun drilled to be light yet strong.

The left side main bearing web is substantially stronger that the stock Evo design.

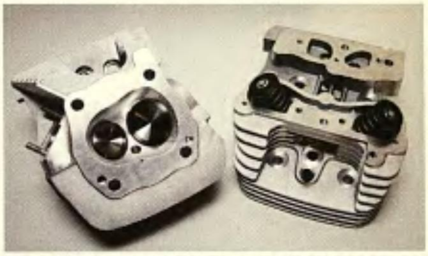
The cylinder barrels are cast with the liners in place. The edges of the cooling fins are machined for a consistent appearance. For a better piston fit, the cylinder bores are machined with the latest Sunnen hones.



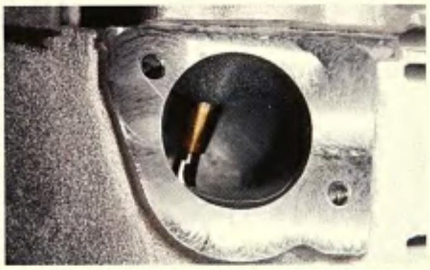
The cases have added material around the main bearings and the lifter block deck. The cases accept standard H-D Evo-style camshafts and breather gears. These cases were designed from the start for the larger 4.25-inch bore.



The pistons are sprayed with lubricating oil that emits from two jets that are installed inside of the right crankcase half.



The cylinder heads are one of the key reasons that these motors make so much power. The combustion chambers are fully CNC machined, and the valves are high-quality stainless steel that have been swirl polished.



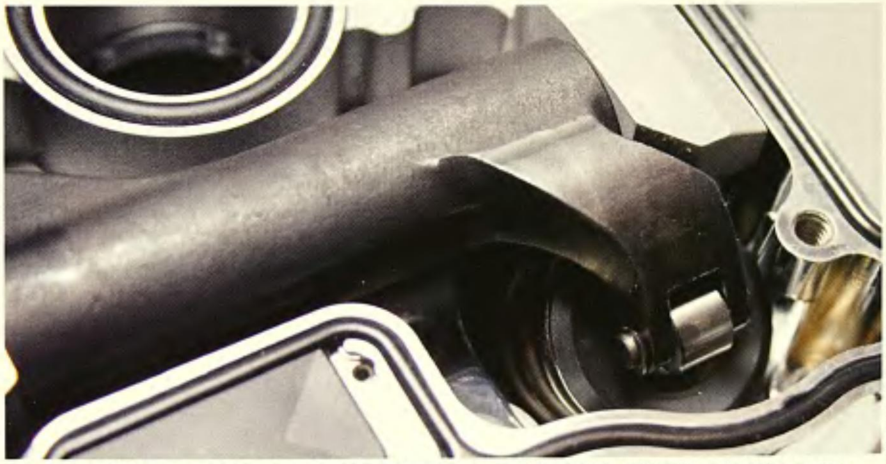
For a straighter shot at the valves, the intake ports feature raised floors and contoured guide bosses. For long life, the valve guides are machined from a manganese-bronze alloy.

To keep spent exhaust gases from re-entering the combustion chamber, the exhaust ports have a "D" shape.

that is heat treated to T6 specs. For better heat transfer, the cylinders' graphite impregnated steel liners are cast in. The cylinder heads have high-performance bathtub-shaped combustion chambers with 2.100-inch intake and 1.700-inch exhaust valves. Valve life is extended through the use of roller tipped rocker arms. To make life bearable on your starter motor, the heads are equipped with automatic type compression releases.

Each motor is fitted with an S & S Super G carburetor. The cone cover accepts standard Evo pattern ignition pickups, and the spacer on the sprocket shaft is sized for a standard 32-amp alternator package. All of the El Bruto motors are available in your choice of finishes: natural aluminum, black wrinkle and polished.

The Ultima El Bruto motors are distributed through Midwest Motorcycle Supply. Our 120-inch El Bruto in natural aluminum finish has a retail price of $6,382.69. For more information contact your local Ultima dealer or visit, www.ultimaproducts.com.—*John Sullivan*



Photos: John Sullivan

Even though it is an added cost, the El Bruto motors are fitted with roller tipped rocker arms. Like these rocker arms, all of the parts used in the Ultima motors are designed with both performance and longevity in mind.

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In his quest to find the perfect fit, Paul Wallace has tried more than 25 choppers on for size. He was already working on project Number 26 with a bike builder near his home in Phoenix when he literally stumbled on Gary Thompson's original SuperTail.

As you might imagine, just the sight of it instantly changed his plans. Thoughts like, "Laws were made to be broken," are the driving force behind the one-of-a-kind, handmade machines Gary builds at his shop, Lawless Customs in Glendale, Arizona. Paul found his hook up with Gary at www.lawlesscustoms.net. After requesting a few minor personal embellishments, and getting his deposit back from the other builder, it took only 90 days for Paul to hit the streets on his new Lawless Customs SuperTail.

SuperTail's highly technical suspension is crafted with a mad attitude.

SUPERTAIL

BREAKIN' DA LAW

Gary fastened a Legends Air Ride suspension at an upturned angle, shit-canned the stock air pump in favor of a 3,000 psi nitrogen tank, did away with the fenders and stretched the swingarm back to limousine proportions. SuperTail! What the hell else ya gonna call it? Discharging the shocks led to a very cool discovery, "We don't need no steen-king kickstands!"

Gary tells everyone that not having to pay for a kickstand means there is more beer money.

Nothing short of miraculous, Gary engineered a failsafe system into SuperTail's one-off suspension. It works like this: During normal operations, a custom electric linear actuator servo follows the airbags' movement with its position sensor feeding back through a pocket watch-sized logic controller. If there is a loss in nitrogen pressure, such as might happen from a broken hose, leaking tank, or airbag failure, the actuator instantly locks into place to keep the SuperTail from dropping and making like a highway plow.

I told you it was high tech, didn't I?

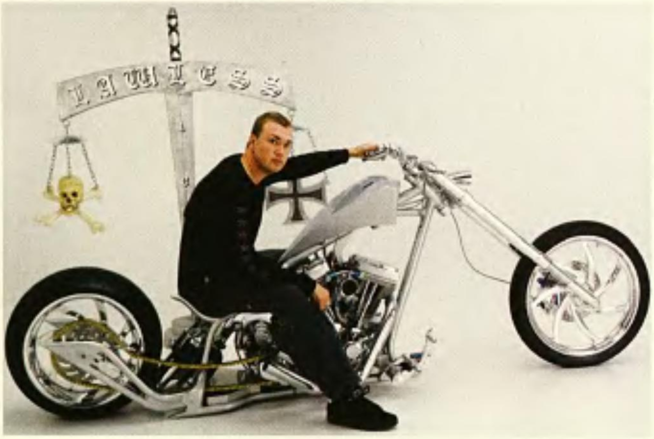
Soon after he perfected the SuperTail airbag frame design, Gary took his unlawful ways of thinking to an even wilder side of riding when he developed a rigid frame version of the SuperTail.

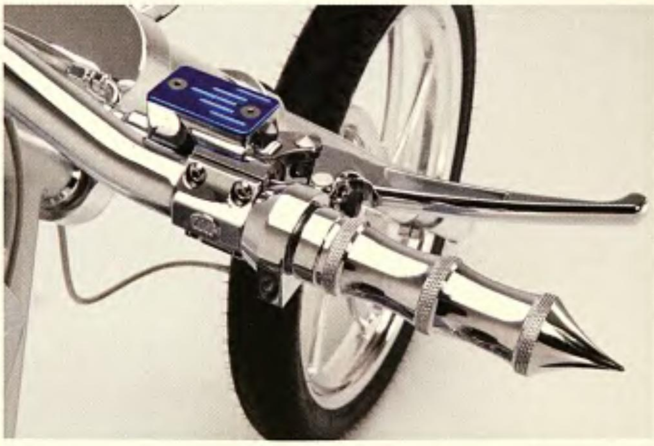
SuperTail has a mess of curb appeal. When Paul and Gary rode their SuperTail choppers out to Vegas, a rubber-necker at the freeway onramp caused a three-car pile up. As they pulled into the hotel parking lot, the sheer volume of sound emanating from their "Birth Control Pipes 2" drew a crowd. There were so many onlookers that It seemed only cordial to politely announce the Vegas debut of SuperTail with a smokin' Metzeler meltdown.

Owning a Lawless Customs bike is like joining an exclusive group of elite riders who have discovered the virtues of a machine that completely breaks the laws of convention. Gary isn't going to start putting these jewels on the streets en masse, no sir. Lawless Customs is just one lift and three guys. You do the math. Building a jaw-dropping radical chopper like this in only three months is a testament to what can be done when you operate outside the confines of the law.

From lawbreaker to heartbreaker, this month's Fox Hunt Winner magnificent Martha from Rosarito Beach, Mexico, is more than capable of breaking both laws and hearts into itty-bity pieces.

—Cheese Fungus





Owner: ....Paul Wallace
City: ....Phoenix

General

Fabrication: ....Lawless Customs
Model: ....2004 SuperTail
Assembly: ....Lawless Customs
Design: ....Gary Thompson
Time: ....3 months
Chroming: ....Concourse Plating

Engine

Year/Model: ..2004 Ultima El Bruto
Builder: ....Midwest
Displacement:......113 cubic inches
Ignition: ....Crane
Lower end: ....Ultima
Balancing: ....Ultima
Pistons: ....Ultima
Heads: ....Ultima
Cam: ....Ultima
Lifters: ....Ultima
Carb: ....S&S Super G
Pipes: BCP-2 by Lawless Customs

Transmission

Year/make: ....2004 Accessories Unlimited

Paint

Molding: ....Colors by Marty
Painter: ....Colors by Marty
Type/color: ....PPG silver frost
Special paint: ....Colors by Marty

Frame

Year/make: ....2004 SuperTail
Type: ....Air Bag SuperTail
Rake: ....47 degrees
Stretch: ....8 inches in backbone, 9 inches in downtubes
Shocks: ....Legend Air
Modifications: ....extensive

Accessories

Bars: ....Pro Apes by Lawless Customs
Risers: ....Lawless
Handlebar controls: .... Eurocomponents
Fenders: ....none
Headlight: ....Accutronix
Taillight: ....ProFab
Speedo: ....none
Pegs: ....Accutronix
Foot controls: ....Accutronix
Electrics/PLC: ....Lawless Customs
Gas tank: ....Cut Throat by Lawless Customs
Oil tank: ....Lawless Customs
Seat: ....Lawless/Voodoo
Mirrors: ....none
Grips: ....Accutronix

Front end

Type: ....inverted
Rebuilder: ....Mean Street
Modifications: ....9 inches over

Wheels

Hub: ....Weld
Size: 21 x 2.15 front/18 x 10.5 rear
Tires: ....Metzeler
Brakes: ......Performance Machine, front / Eurocomponents, rear

Photos: ....Mike Chase

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"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

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WHEN DID THINGS GET SO COMPLICATED

This summer, the family and I did one of those gawdawful road trips to a family wedding. To make the trip as comfortable as possible and to increase the overall kid-to-cubic-foot ratio, we rented a big, fancy car. As cars go this was a goodie. Air conditioning, power seats, cup holders, tilt steering, this baby was loaded. Shortly after we left home though, I made a discovery. I couldn't operate the radio. This thing was so high tech I couldn't get it to work. It had AM and FM and a CD player, which were all as useful to me as an elephant saddle.

I used to be able to operate a radio. You turned the thing on with a power button and tuned it with another button. There was also a volume control and that was about it. Now you have all kinds of digital shit designed to enhance the listening experience. Although, that experience is only worth enhancing if you can figure out how to turn the bitch on.

I own a TV I can't operate either. I can turn it on and change channels. Beyond that I am lost. It has a menu for shit sake. The only menu I can operate is in a restaurant, and even then it better be in clear English with no foreign words thrown in to make you think something should taste better than it does. It also has a clock on it. Why do I need a clock on the TV when there is a much bigger clock on the wall above the TV? It seems like everything electronic has a clock on it now. I wonder how this has effected the sex toy market?

I also have a high-tech cell phone that causes me more aggravation than I need. Personally, all I want my phone to do is allow me to talk to someone on the other end, but apparently that would be too simple. My cell phone is more highly advanced than the communications on the space shuttle. It has a phone, voice mail, pager, two-way radio, even Internet access. What all this means is that people have way to many options when it comes to getting a hold of me. My phone does its best to insure that I never have a moment's peace. Yes, you can shut it off, but then you catch hell from people who were trying to contact you, because they know you have a phone and can't imagine why you would want to be out of touch for five freakin' minutes. I hate to break it to the people who know me, but there's a pretty good chance I don't want to talk to you. Hell, I rarely want to talk to anybody. If you call me on my cell phone, you better need to be rescued or looking to give me money.

Speaking of phones, I miss the days when they were attached to the wall. Now we have cordless and I never know where the freakin' thing is. Whenever I need it, someone has hauled it off and not brought it back. And when I do find it, often in a logical spot like the freezer or the bathroom sink, I can't use it because one of the kids didn't hang it up and the batteries are as dead as a post. Which leaves me holding a phone, which has as much communication ability as a beer can. Although, I've never known a beer can to cause me so much frustration.

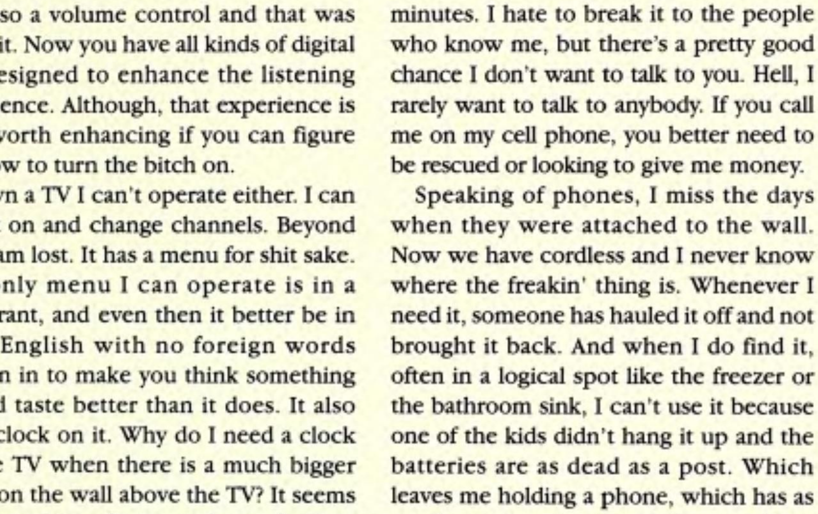
I miss the days when I could actually call a place of business and get a person on the line. I called the phone company the other day and I swear to God, I had to talk to a robot. Some kind of voice recognition bullshit that makes you talk to it, yet can't understand what you're saying. All I wanted to do was tell the phone people that I had paid my bill and could they please not shut my phone off. I'm not sure, but I may have ended up ordering a second line and call waiting.

And then there's e-mail. The most backwards thinking means of communication ever developed. It used to be that if I did need to talk to someone I could pick up my low-tech phone, which was attached to my low-tech wall and call them. Or, if I didn't want to use the phone, I could actually leave my house, go to where they were, and talk to them face to face. Now, since we've all become too high tech, I have to write them a letter. I hate writing letters. Sure, e-mail is fast and cheap, but it's also easily ignored. If I need to bitch at somebody, I need to know they got the message. And I need to know they get the point. Sometimes I like to yell and sending an e-mail in capital letters just doesn't offer me the satisfaction I'm looking for.

I don't know, maybe I'm a dinosaur. I still own an eight-track system and a turntable. If you don't know what an eight track is, you're probably too young to be reading a magazine with naked girls in it, so put it down and go for a ride on your skateboard. If I am a dinosaur though, I'm still going to have to learn how to deal with all this high-tech crap so it doesn't drive me nuts. Technology was supposed to make life easier, not more stressful. Sure, there are more things you can do, but only if you know how to do them. Every time a new technology hits the marketplace I feel a sense of dread at having to learn how to use something I was perfectly happy doing without before. Maybe I should join the movement of people who are moving back to the wilderness to live a simpler lifestyle. A lifestyle free of television, e-mail and telephone robots. Of course, it's also a lifestyle free of motorcycles, carbonated beverages and women who shave off unwanted body hair so they look good in a thong.

You know, the more I think about it, maybe all this complicated technology is something I could learn to live with.

—Greg White



"Guess whose?"

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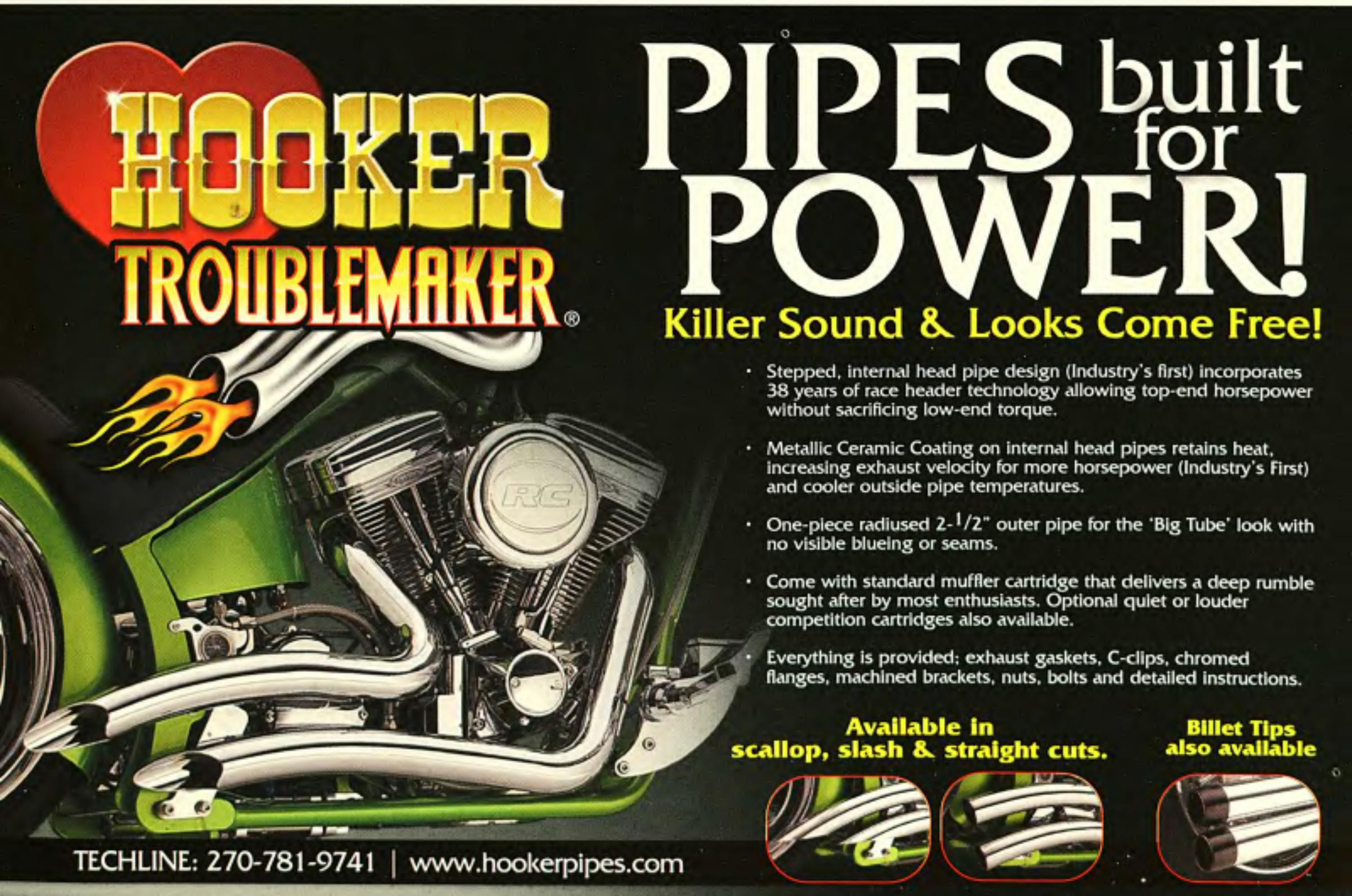
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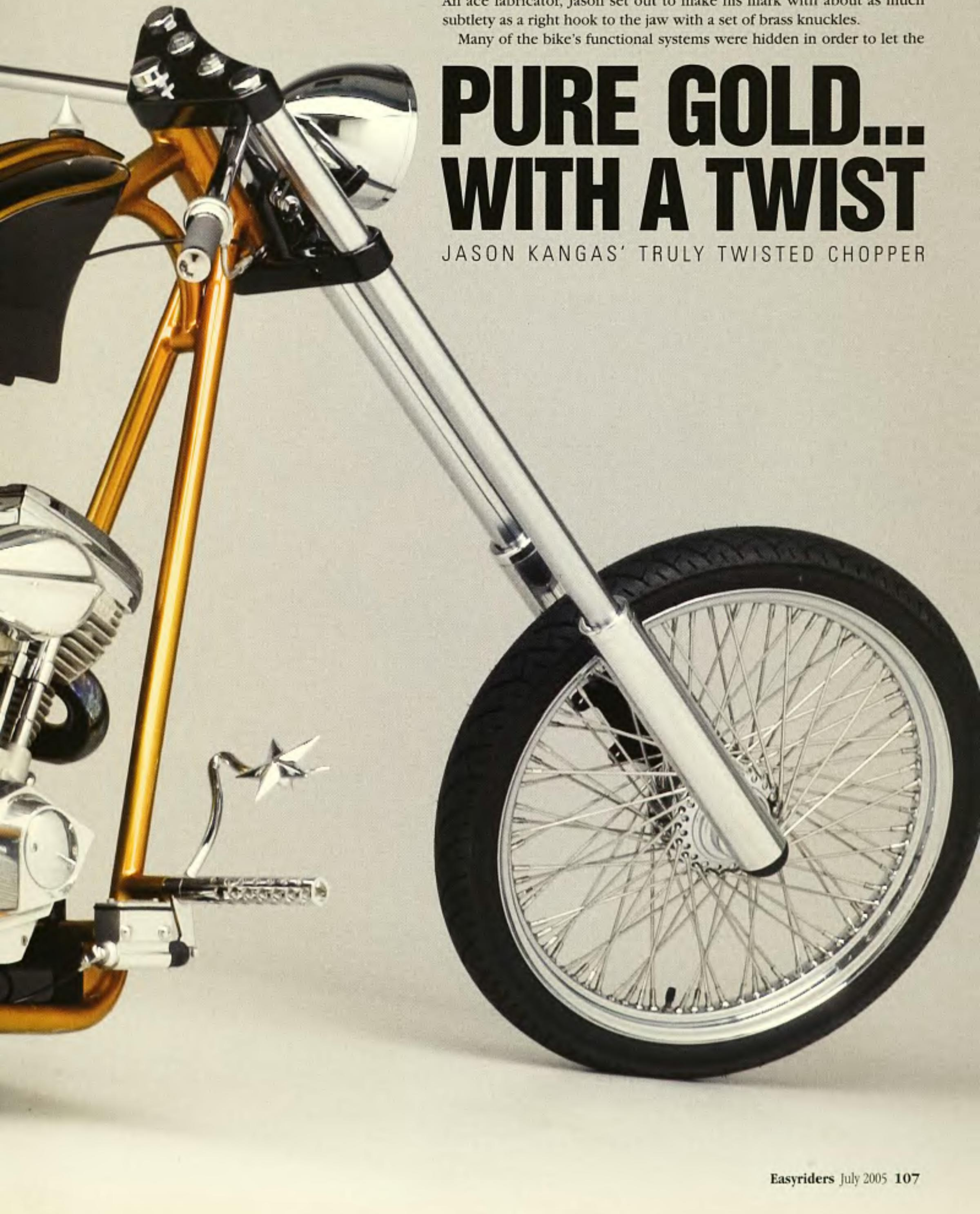
Easyriders

Jason Kangas and Kai Morrison founded Twisted Choppers on the ethic that they would do things their own way. Period. When Jason decided it was time to build his own ride this point was not ignored. An ace fabricator, Jason set out to make his mark with about as much subtlety as a right hook to the jaw with a set of brass knuckles.

Many of the bike's functional systems were hidden in order to let the

PURE GOLD... WITH A TWIST

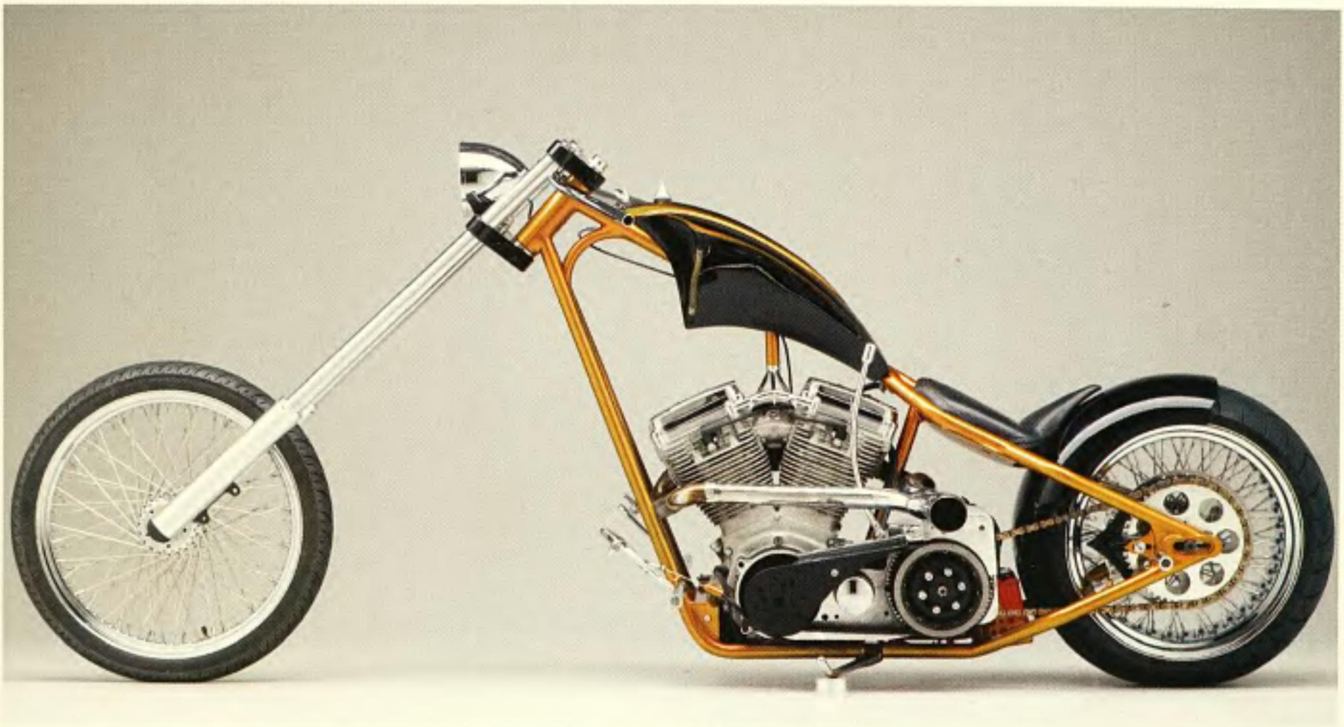
JASON KANGAS' TRULY TWISTED CHOPPER



metalwork and mechanical wizardry speak loud and clear. You can't miss the trick fuel tank, unique in shape and absolutely 100% handmade. Oil tank placement was ingeniously stowed beneath the engine while the gap under the tranny was used for hiding the minimal electronics leaving the bare essence of the machine open and unshielded.

The right side of the bike is freed of the usual placement of the pipes, which exit on the left, leaving you wondering what's missing. But in truth, nothing is missing, except maybe convention. Even the handlebars (custom pieces) are reverse-mounted in order to keep the overall profile of the ride low. The foot controls are Twisted's own version of how they think things should be, inspired from an earlier bike project that called for everything to be unique.

While Twisted Choppers' focus is largely on custom fabrication and manufacturing, their own product line of specialized sheet metal is continuing to carve a name for the shop with a true flair for the original. They're keeping their ideas more than fresh, they're flat out Twisted. *—Erik Falconer*



Owner: ....Jason Kangas
City: ....Sioux Falls, South Dakota

General
Year/make: ....2001 Twisted Choppers
Model: ....Twisted Rigid FTS
Assembly: ....Twisted Choppers

Engine
Year: 2001
Builder: ....S&S
Displacement: ....107 cubic inches
Pipes: ..Twisted Choppers left-side

Painting
Painter: ....Jason Kangas
Color: ....sunshine yellow over pure gold
Type: ....PPG

Frame
Type: ....rigid
Builder: ....Killer Chopper
Rake: ....43 degrees

Accessories
Handlebars: ......Twisted Choppers
Fenders: ....Twisted Choppers
Headlight: ....Billet
Taillight: ....'33 Ford
Gas tank: ....Jason Kangas/ Twisted Choppers
Oil tank: ....Jason Kangas/ Twisted Choppers
Seat: ..Twisted Choppers/S.F. Trim
Grips: ....one

Front end
Type: 54mm
Builder: ....Twisted Choppers

Wheels
Make: 80-spoke
Size: ....21-inch front, 18-inch rear
Tires: ....Metzeler
Brakes: ....Custom drive-side rear only

Photos: ....Michael Lichter

TwisteD

BY EDNA C. NORRELL

GRAMP'S AND THE HARLEY

In the early 1930s, a fellow by the unlikely name of "Honest" Ernest Wilkins conducted a sell-or-swap place of business at the four-way crossroad some 20 miles short of the nearest town. He swapped or sold everything necessary to the farming country from horseshoes, nails and fertilizer to flour, sugar and coffee. He made most of his profits by not exactly living up to his name, his merchandise was mostly junk but the junk was always pertaining to farming and that was the occupation of everybody in the southern part of the county.

Early one morning Gramps rode old "Bad Ear" down to the trading post to look for a handful of roofing nails. The barn needed patching and Grams said patch it or else. That "or else" being a direct threat, Gramps decided he just better get busy. Of course me being 10 years old and full of curiosity about everything, I went too, sitting behind Gramps and holding on around his waist tightly 'cause nobody knew when old Bad Ear would decide to bolt. The ornery old mule was called Bad Ear because of a crumpled right ear that just never developed.

What Gramps found, (before he got to the roofing nails) was the remnant of what was once a Harley-Davidson motorcycle. Of course, there was the frame, a sort of a motor, handlebars and two

Photo: Michael Farabaugh

wheels. Honest Ern said a fellow rode it in and swapped it for groceries as he had seven hungry kids to feed.

The machine had a lot of miles left to run yet and would give years of service to a fellow who loved the wide-open road, wind in his face and freedom. Ern cranked the motor up and besides sounding like a passel of tin cans, it did run fairly well. Of course the tires were a little worn, but a pump and repair kit would be thrown in with the deal. He offered that fine road bike for Bad Ear and Gramps didn't ponder the trade long before the deal was closed.

Gramps managed to get the bike a few feet before he decided he better push it home, he said "'cause with two of us riding, the tire might pop." I kinda figured he was pushing 'cause he didn't know how to ride it. But there are times when one should keep a closed mouth, this was one of them. I did help push however, which was no big job. All heck broke loose when we finally got that machine up in the yard and Grams, hearing the rattling of the fender, came out to stare open mouthed at what was in her yard.

"What is that?" she asked.

"Why, sweetie, it's a Harley-Davidson motorcycle. Ain't it purty?..." Gramps began before she interrupted.

"Are you crazy?" Was the second thing she said. "You know durn well you don't need that broke down motorcycle!" she yelled. I looked for the dogwood yard broom, intending to hide it cause I thought she was gonna flail heck out of him then and there.

"But honeypot, it is a genuine Harley, it says so right here on the...the.... Wal, I seed it somewhere, I know I did." Gramps protested. "And I'm gonna fix it up and sell it for a lot more than that contrary mule, just you wait and see."

I walked around the ancient beat up cycle; in almost obscure letters on the rod leading up to the handlebars was the almost obscure words, Harley-Davidson. I pointed it out to Gramps, "There you see!" he crowed. "I told you it was a Harley. Anytime you see that on a cycle, you know it's a good un."

"So, OK, Mr. know-it-all, the fields needs plowing, you hitch that blasted thing up and git busy plowing it." Grams glared at him. She stomped up the steps to the porch, the screen door slammed on her heels.

"Gramps, I do believe she is a mite mad," I observed.

"She'll git over it," he replied, walking slowly around the relic. It did look

rough, had one fender on it over the back wheel, the front one bare, it was about rusted out all over. A lot of it was held together by bailing wire.

"You know…" Gramps said slowly, eyeing the pathetic excuse of a motorcycle. "I allus wanted a Harley motorcycle. But I thought they were easier to ride than they are. I had to push the darn thing almost all the way from the store, lost my hat in the first few yards I was on it. That's when I decided it would be safer to push it home. But I will learn to ride it."

Gramps said slowly, eyeing the pitiful looking heap, "It's a mite rough but, when I git it all painted and fixed up, it will be downright purty." I walked around the machine again, if it could be called a machine, and noticed the back tire was very slack, in fact it was just about flat.

"Gramps you got a bad tire here." I informed him.

"Yeah, Old Ern gave me some patching stuff cause he said the tires looked a mite worn." He came around and looked at it. "Yep, I'll have to fix that un." he pulled a small box from his overall pocket and took out a small tube of glue, inner tube patch and something that looked like a grater. "Ern told me how to fix it you know."

After supper, I went out and sure enough the tire was flat as a pancake. I hollered for Gramps, he hurried out took a look at the tire and said, "Let's fix it."

"Let's?" I inquired. "I don't know nothing about fixing tires."

"Well, all you gotta do is just hold it steady." He rolled the bike to Grams wash bench, heisted the back wheel up on it and motioned me to come forward. It wasn't all that heavy; he balanced it and held it 'till he got the tire and tube off. Then he laid it back on the ground 'cause he said it would take some time to fix the tube.

He didn't bother with that grater looking thing or pull the backing off the patch, just spread some glue on the tube and pressed the patch on it. Laid it down and placed a big rock on it "We'll let it dry," he informed me.

"How long will that take?" I asked. I'd never seen anybody fix a flat before.

"Oh, bout 10 or 15 minutes, I reckon."

After 10 minutes Gramps removed the rock, tested the patch by trying to lift one corner. It seemed to be stuck so he pumped it up some with the beat up old pump that Honest Ern had included in the deal. He put the tube in a washtub of water he had drawn. "It's fixed!" he chortled.

He finally got it back on the bike, rolled it off the wash bench and let it down slowly to the ground. As he put the weight on it, all the air he had pumped in, blew out!

"Drat, what did I do wrong?" he asked no one in particular. Grandma would have said bringing that fool motorcycle home was the first thing he did wrong. She passed on her way to the garden humming, "Amazing Grace" and gave Gramps an I-told-you-so look.

"Maybe you ought to peel off that white lining on the patch, it looked sort of shiny, didn't look like it would stick too good." I offered.

"Maybe you're right," he said letting out a long, slow breath. The whole procedure was repeated, this time he peeled off the patch. Back up on the bench went the Harley, off came the tire and this time I thought Gramps was going to put the whole tube of glue on the patch. He laid it on the ground, put a big rock on it and left it for an hour. It did look like it was fixed this time. He got the tube and tire back on the wheel and it actually stood.

"Hot dog I told you we could fix it!" he chortled. He was about to dance a jig when Grams came by and sent him to mending the pigpen. The pigs had been out all day and rooted up her Petunias.

The next morning the tire was flat as before. Gramps stomped in the house muttering about tires that wouldn't stay fixed. Grandma said nothing, just smiled at him sweetly which made him madder than ever.

The tire came off one more time, the tube taken out and Grandpa spread the repair kit out, studying it intently. He knew no more now about fixing the tire than he did to start with. It was about then that Jess Smith stopped by.

Gramps unloaded his woes. Jess asked 'em did he scratch the tube with the grater looking thing and of course the answer was no. Jess fixed the tube and got it all back together.

The next day Gramps sauntered out, climbed aboard his Harley, started her up and roared out of the yard. Or started to roar out of the yard. He got side tracked by his front wheel, hit the big rock he had used to weight down the patch and the Harley went one way, Gramps the other and he wound up with a broken leg.

Grams went around with that I-told-you-so look again. The next day, Jess took the motorcycle back to Honest Ern, swapped it for another mule and Gramps never again owned a Harley.

"I always wanted to, though," he grumbled. ■

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ROCKIN' THE DELTA, AGAIN

STEEL PONY EXPRESS

For the seventh consecutive year, the levies of the mighty Mississippi heaved and shook under the thunderous rumble of thousands of V-twins as they congregated in New Orleans last October for another running of the Steel Pony Express.

Though still very young, the Steel Pony Express has already become a veritable New Orleans tradition and a must-attend event for motorcyclists from all over the South and beyond. In fact, more than 50,000 riders rumbled onto the University of New Orleans Field & Arena, just about double the

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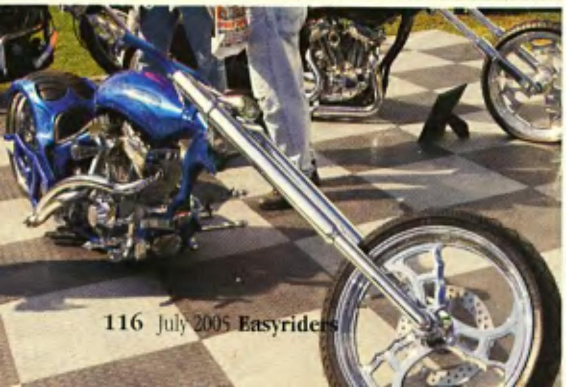

amount from two years ago, when it was still held at Zephyr Field. The Steel Pony Express is growing by leaps and bounds and is bracing itself to be, as Karol Brandt, the high priestess at Scooter Promotions (promoter of the event), once called it, "the Sturgis of the South."

This may seem like a tall order, considering Sturgis is almost 10 times as old, at least five times as big, and features plenty of beautiful landscape to ride through. But there's plenty of potential that these Ponies have to offer. For one thing, it happens in New Orleans! Ol' Man River, Bourbon Street, the Voodoo Museum, Crawfish Etouffee, Pat O'Brien's…the list of unparalleled fun and entertainment this city has to offer is endless.

For another, the UNO grounds are huge, giving the Express plenty of room to grow and prosper. And thirdly, Karol and her cohorts always manage to come up with an entertainment schedule and a mix of vendors and exhibitors that combine to titillate the senses and leave you asking for more.

But let's start at the beginning, and that would be Thursday, the day before the big shindig was set to open. The Dock After Dark party gave riders and special guests alike a taste of things to come, with live music, free snacks, plenty of coldies and a fresh breeze off Lake Pontchartrain keeping things from getting too heated. Folks could also pick up their pre-registration rally packets, which included items like pins, an event T-shirt, and brunch coupons.

On Friday, the grounds at UNO filled up fast, starting at the crack of early afternoon. You could get yourself a one-day ticket, or, if you were smart, a weekend pass, for which most people seemed to opt. There was simply way too much to experience for just one day. There was, for instance, the ubiquitous and ever-so-popular Purrfect Angelz, who entertained the mostly male crowd on the main stage several times a day. Then there was the Team Extreme with its hair-raising bike stunts, as well as their FMX shows. Oh yeah, the Globe of Death was also present and if you haven't seen those kids (yes, kids!) do their seemingly impossible feats in person, you probably won't believe a word I'm saying here.

Which brings me to the incredible food court assembled purely for culinary rapture: You could feast on jambalaya, gumbo, po-boys, red beans and rice, Cajun smoked sausage, crawfish (etouffee and otherwise), even bits of alligator…which does taste a whole lot like chicken, by the way.

Once you've stuffed your face, you could meander over to some of the vendors' and top manufacturers' booths to see what's new and/or exciting. Jeff Nicklus, for example, had his Desperado Motorcycles truck set up straight across from the main stage. In front of it, you could admire his many impressive creations, while in the back of it, plenty of people were seeking shelter from the hot sun. In this manner, Jeff managed to elegantly combine business with serving the community.

You could also practice your French or cop a Gauloise at Cyril Huze's booth, stand in line for Billy Lane's autograph, or discuss "pahking ya cah" with Dave Perewitz. Walking around the grounds, you were sure to closely encounter the Storyville Stompers Brass Band adding their own N'awlins flavor to the show, while on stage, Rockin' Dopsie Jr. and his Zydeco Twisters brought the proverbial house down. Once the sun had set, those who weren't there already, ambled over to the main stage to take in an hour or so of country music's latest "overnight success," Big & Rich.

Saturday set out pretty much the same way, only there were even more people mingling and more things to do, such as a swamp boat ride, an Oak Alley Plantation ride, or a dock-to-dock ride across the

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June 3-5	Doc's Harley-Davidson - Kirkwood, MO
June 10-12	Gutterridge H-D in Danville, IL
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July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	Lance's H-D in Masfield, PA
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July 22-25	Bikefest Carlisle, PA
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Aug 5-7	Liberty H-D in Boston Heights, OH
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	Open
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Open
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stoen Mountain H-D in Lilburn, GA
Nov 11-13	Open
Nov 18-20	Open
Nov 25-27	Open
Dec 25	Merry Christmas

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Photos: Kai R.

longest bridge in the United States, the Causeway, which leads clear across Lake Pontchartrain. It's actually sort of eerie, because once you're in the middle, you can't see land anywhere, only a slim, long concrete line ahead and behind you, seemingly going nowhere.

At the show, the day started with a ride-in bike show, followed by a pin and patch contest and some bike games later on. Again, the main theme seemed to be music, music and more music, with the highlight of the evening being those old Southern rebels from Lynyrd Skynyrd. Talk about traveling back in time!

Also Saturday night, the Temptations Gentlemen's Club on Bourbon Street had invited the bike builders to a little get-together, with lots of beautiful ladies teaching the guests about Southern hospitality and improving the ambience quite measurably.

Sunday came all too soon, but it had to come eventually, and so the rally grounds opened at 10 a.m. to jazz and a gospel biker brunch with the Joyful Gospel Singers, which in itself sounds like an oxymoron, but since it was New Orleans, I guess anything goes.

There was also more Angelz, more Dopsie, more everything, until finally—hi-de, hi-de, ho—David Clayton-Thomas and his Blood, Sweat, And Tears rocked the levies one more time before signaling Ol' Man River that, once again and until next year, things in New Orleans would return to normal...whatever that is.

This year's Steel Pony extravaganza is scheduled to take place from October 27 through 30 and should be another hit. For more information, check out www.steelponyexpress.com. —*Red Baron*

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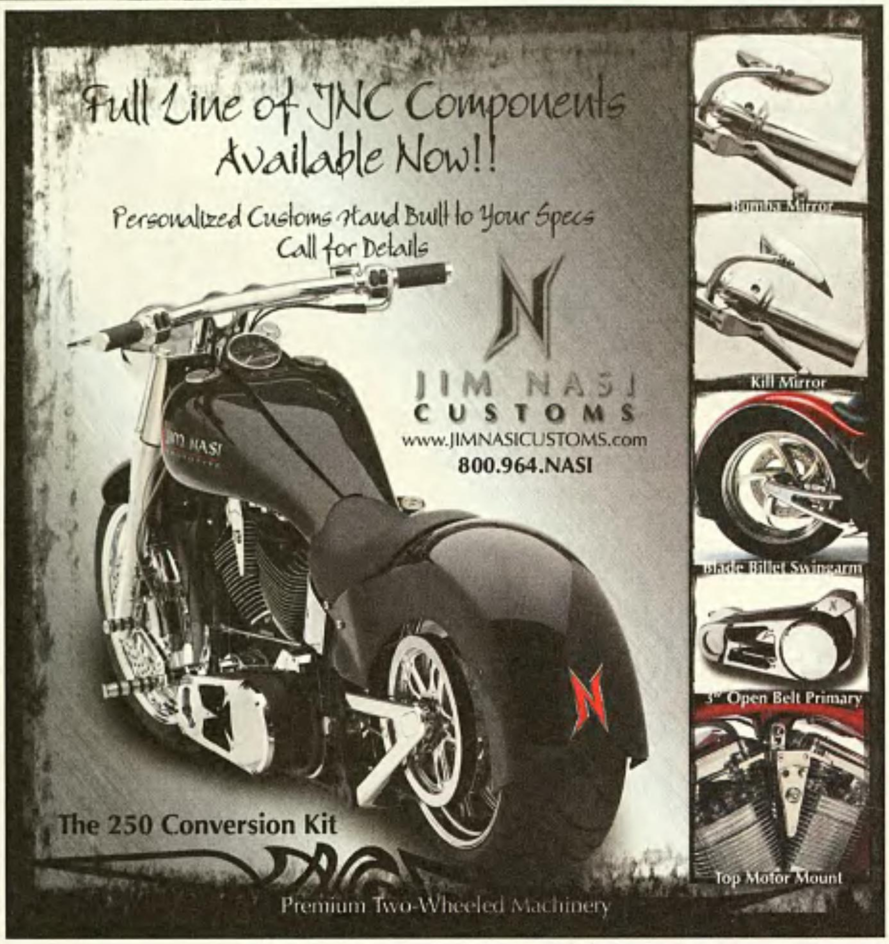
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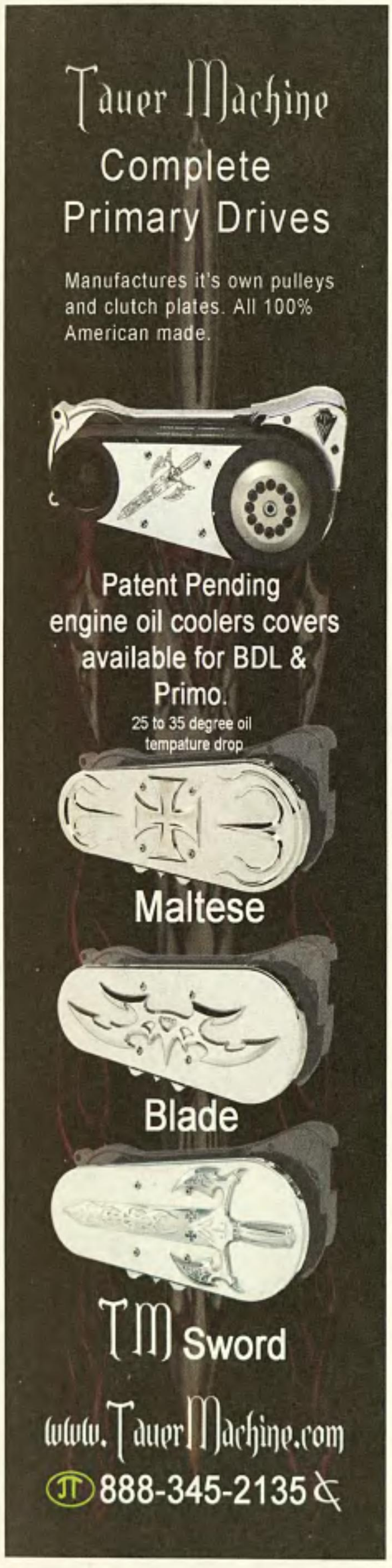
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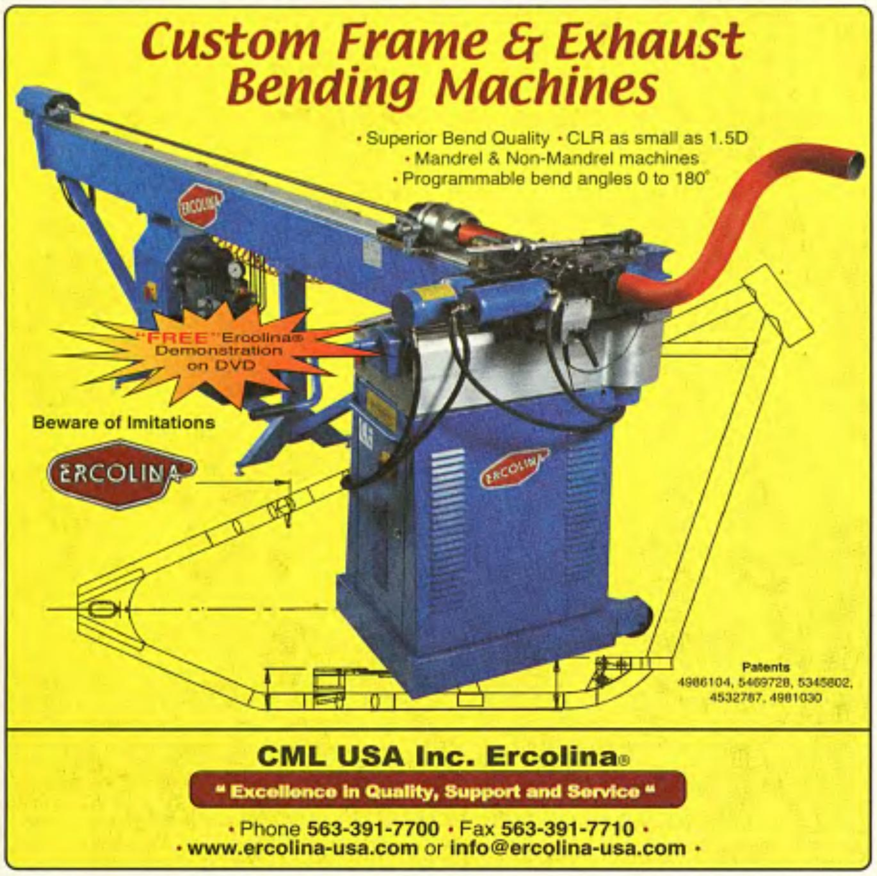
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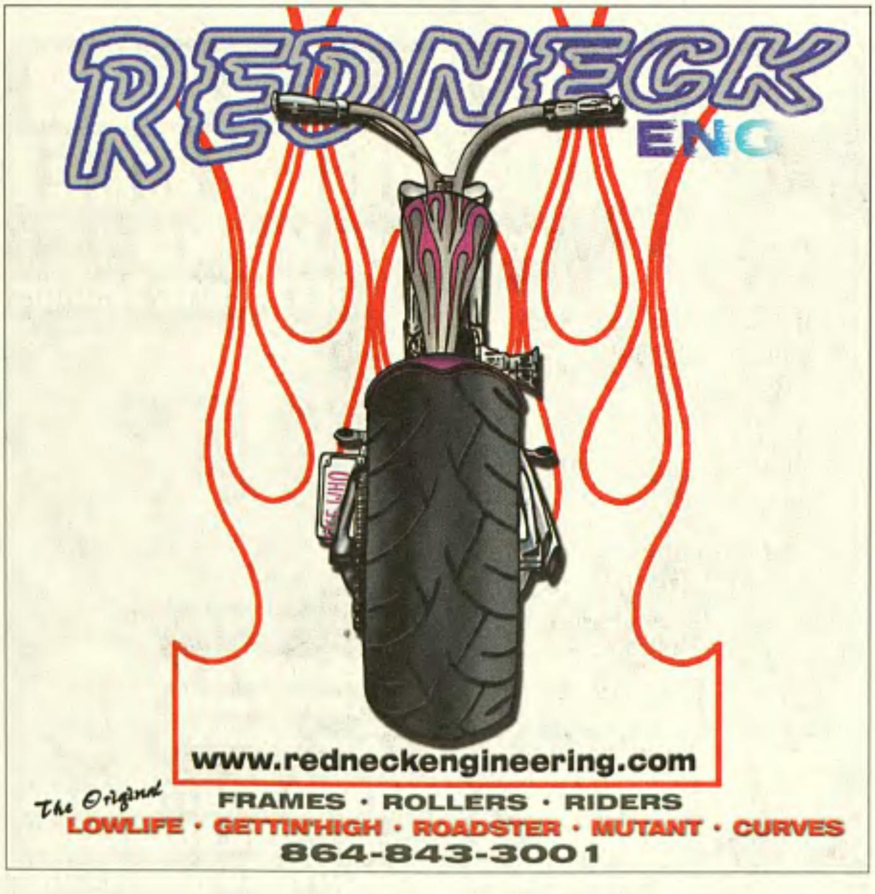
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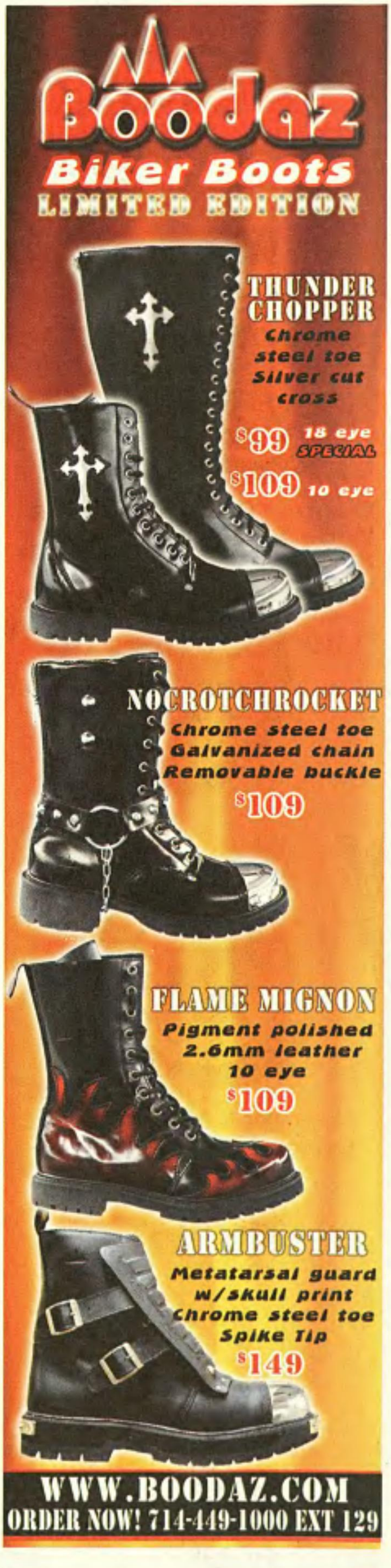
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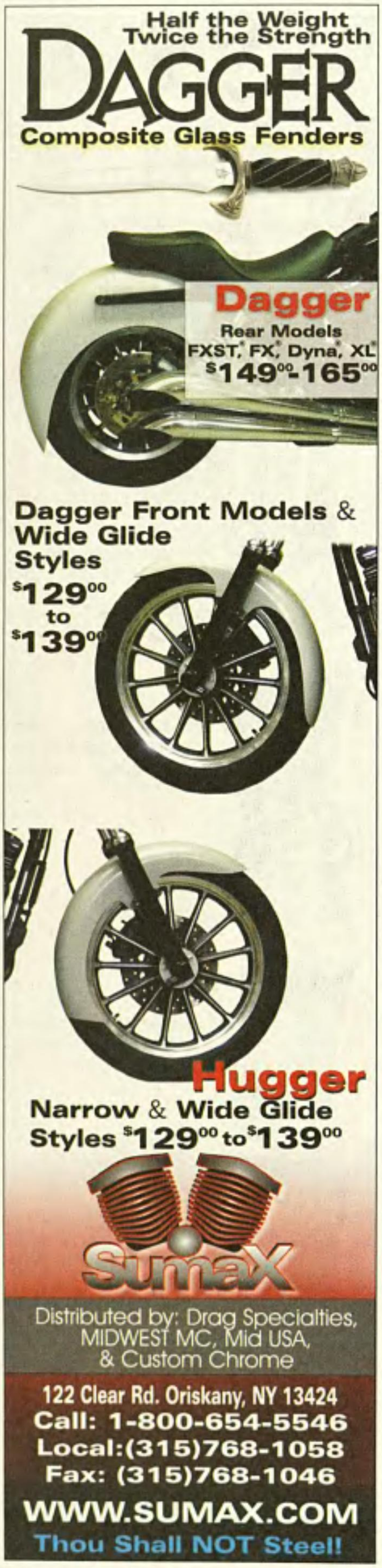
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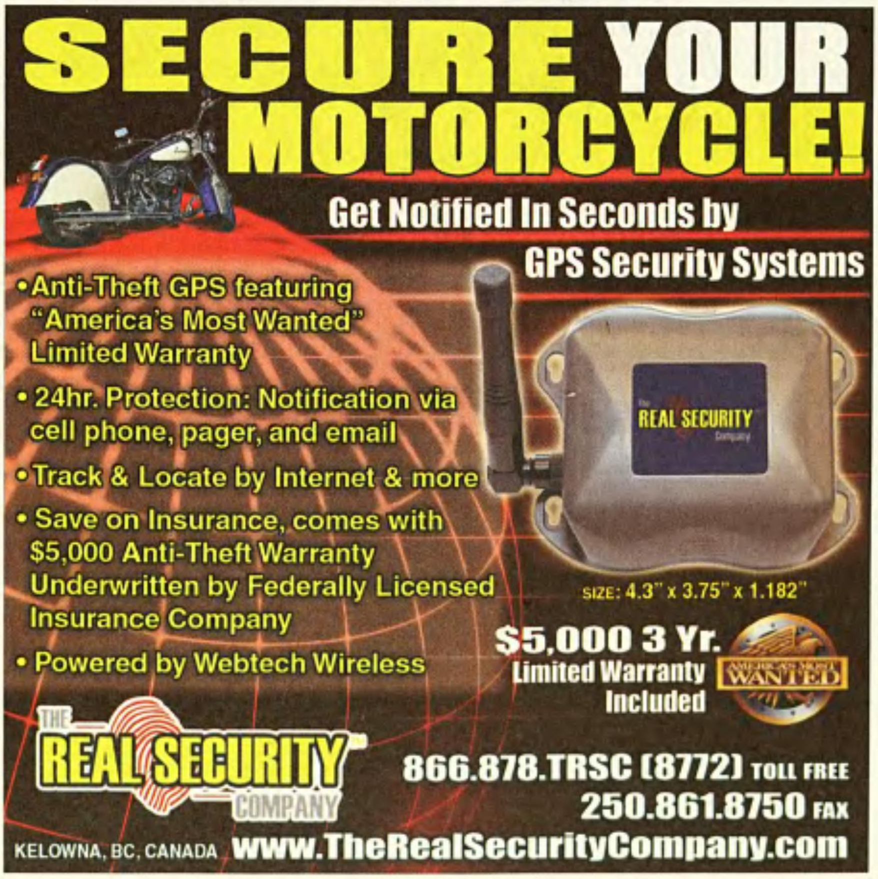
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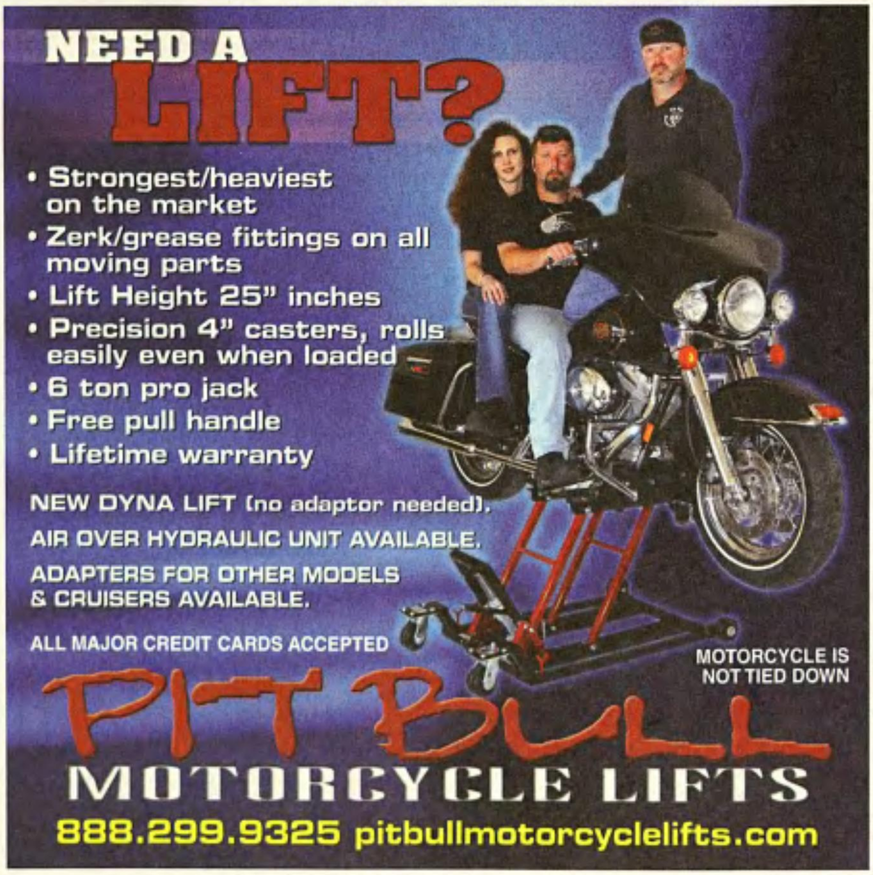
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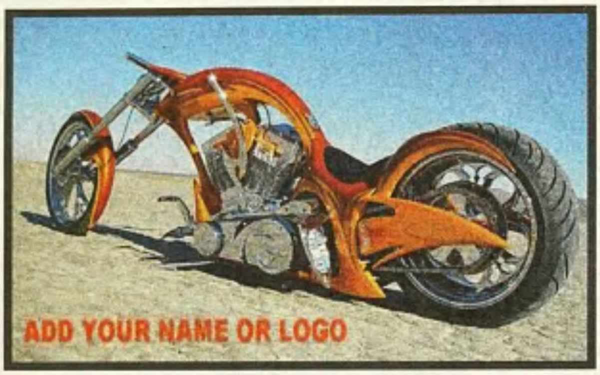

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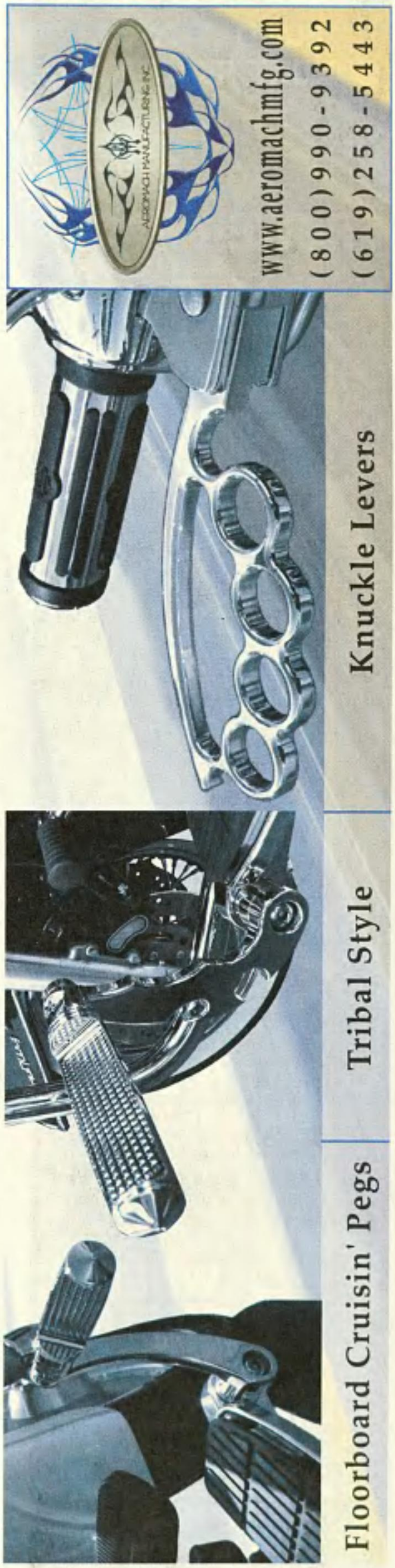

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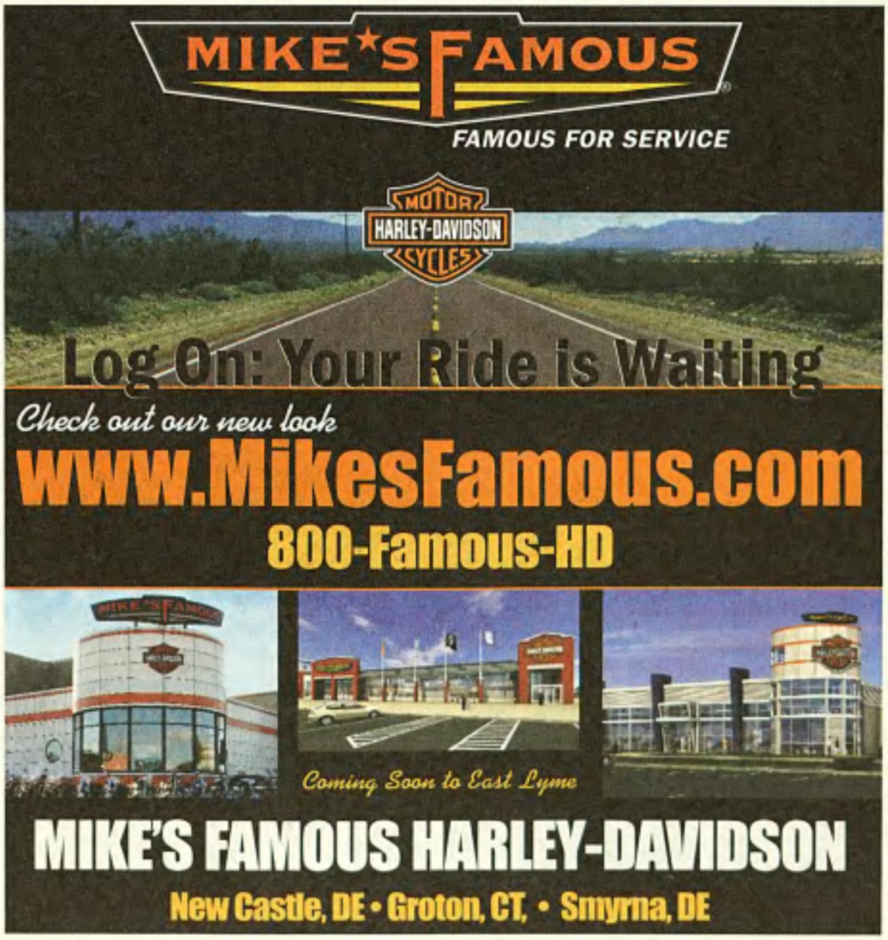
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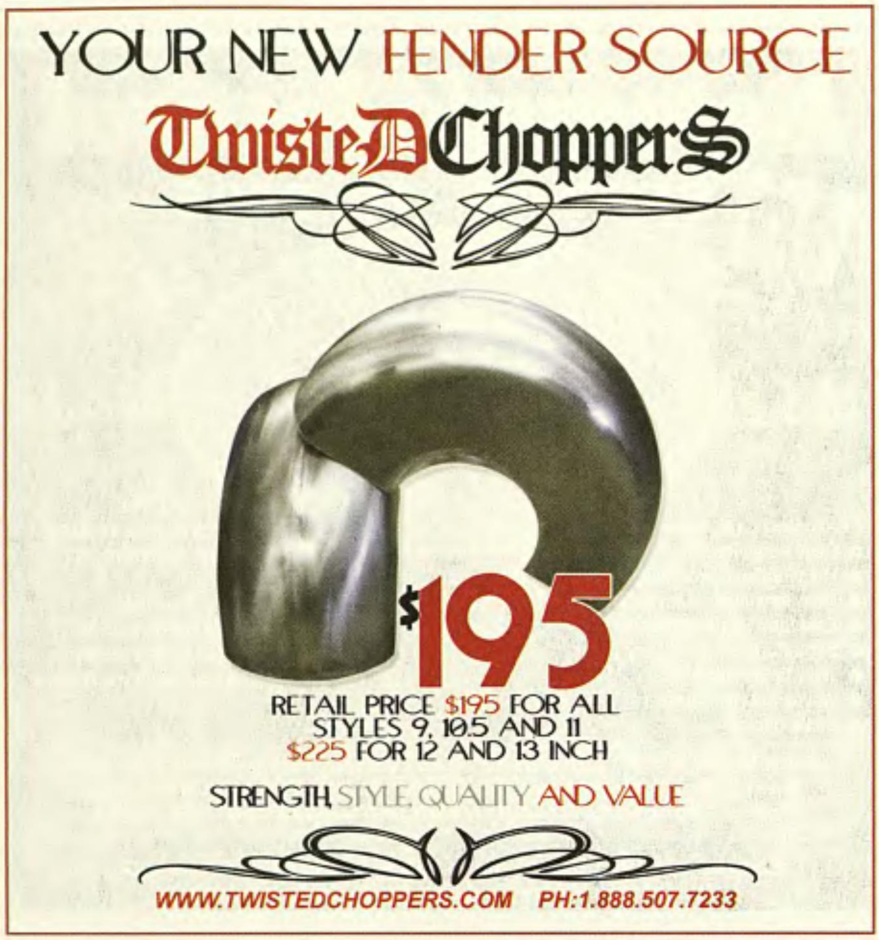
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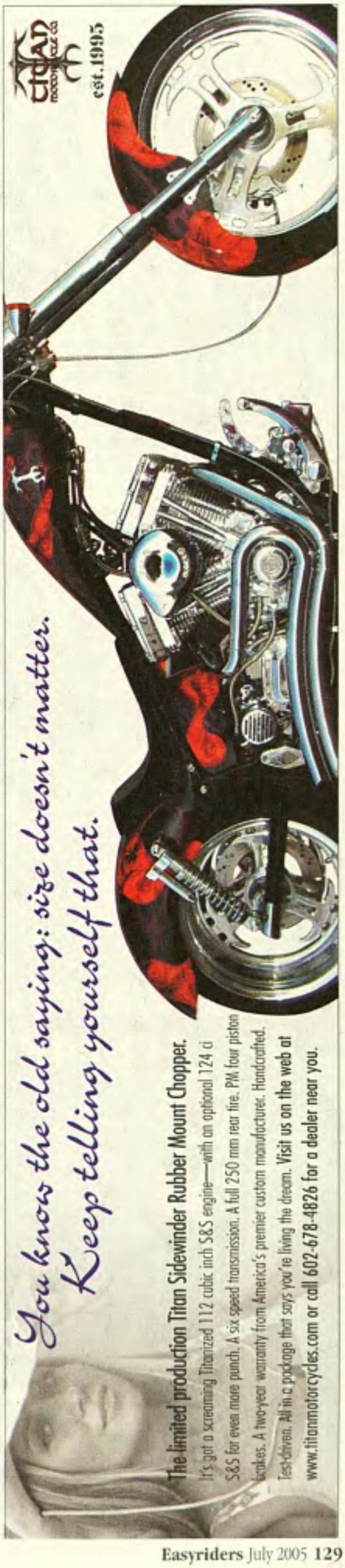
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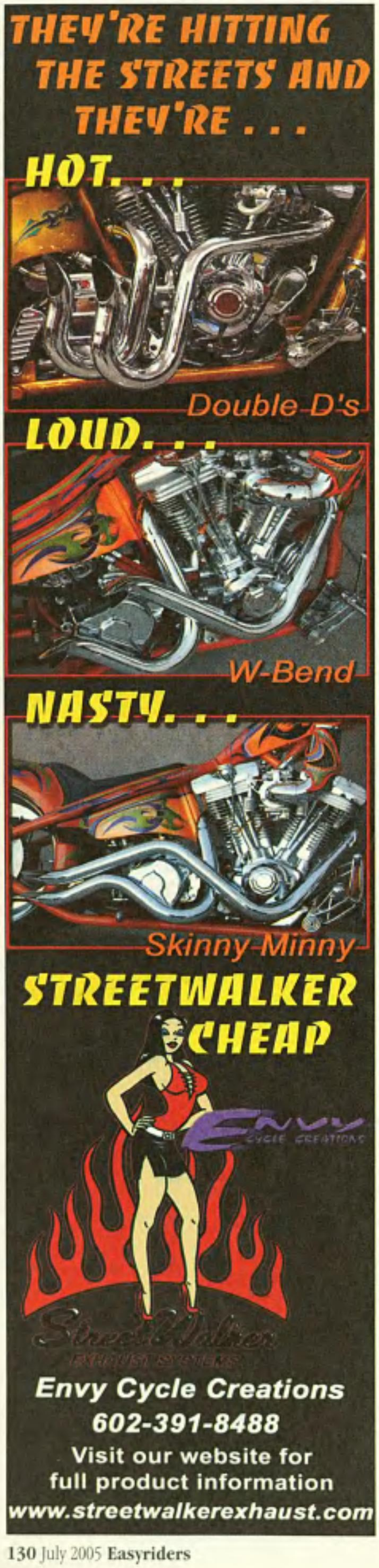
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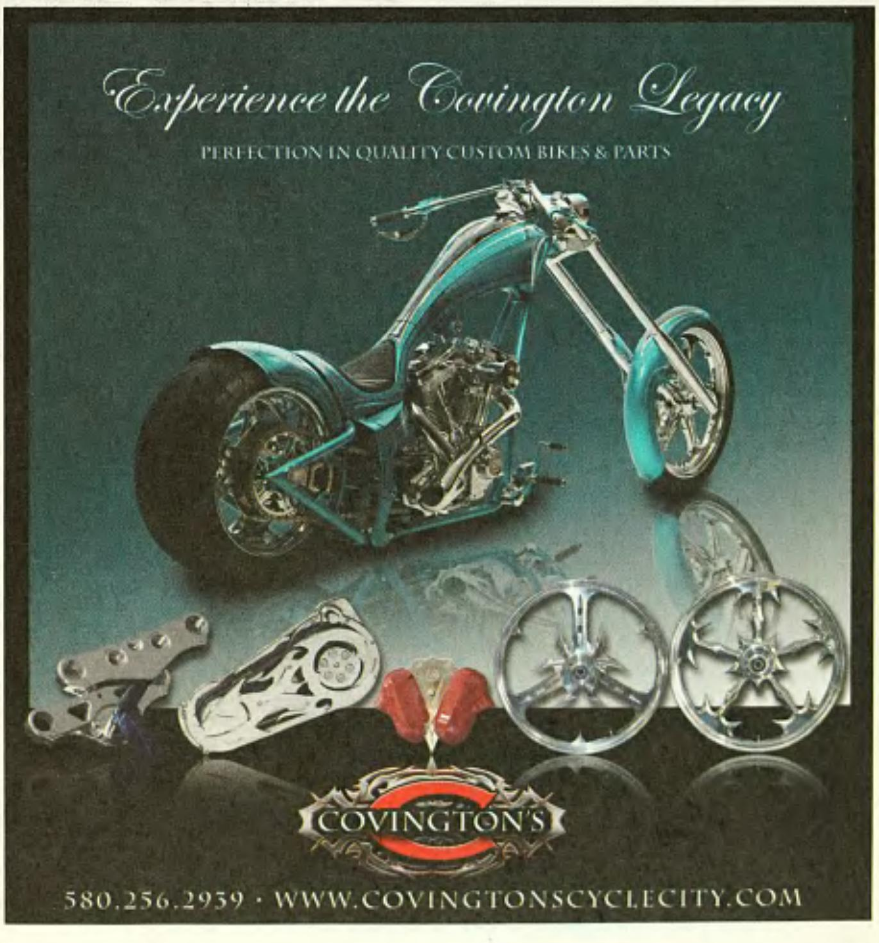
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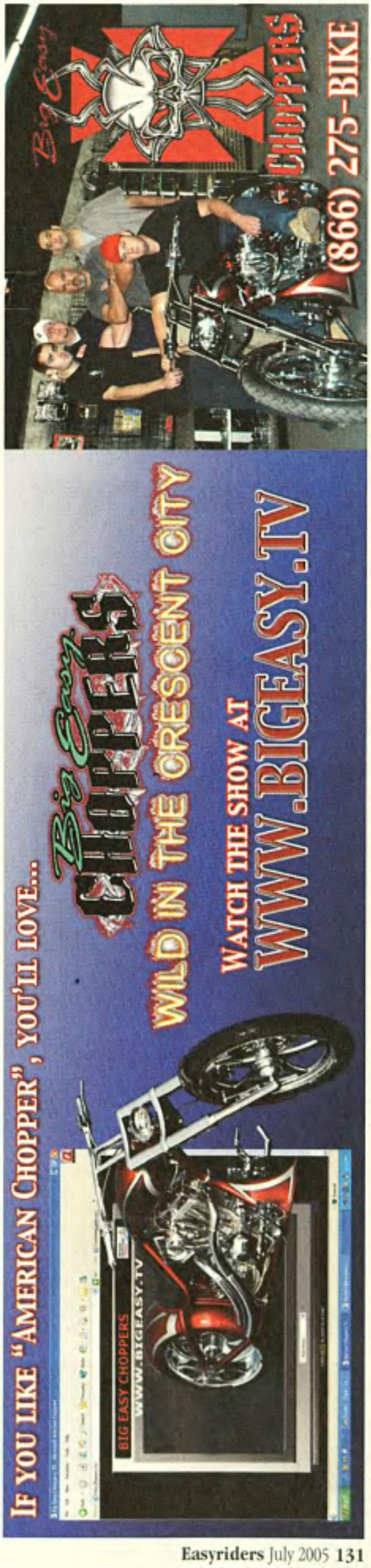

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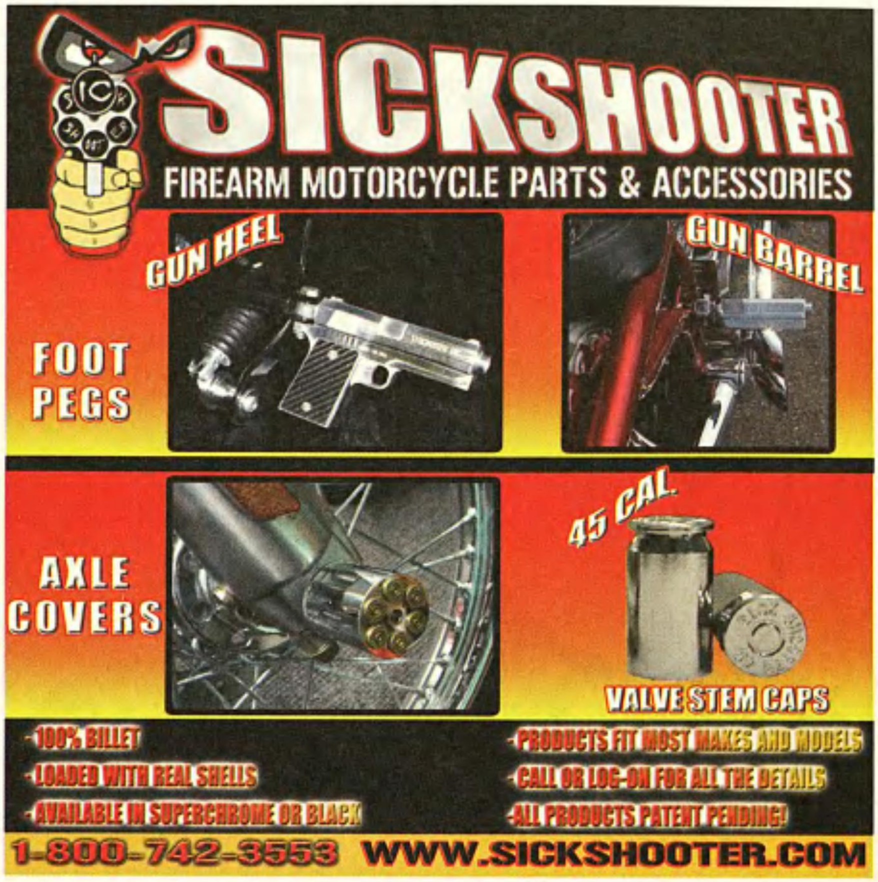

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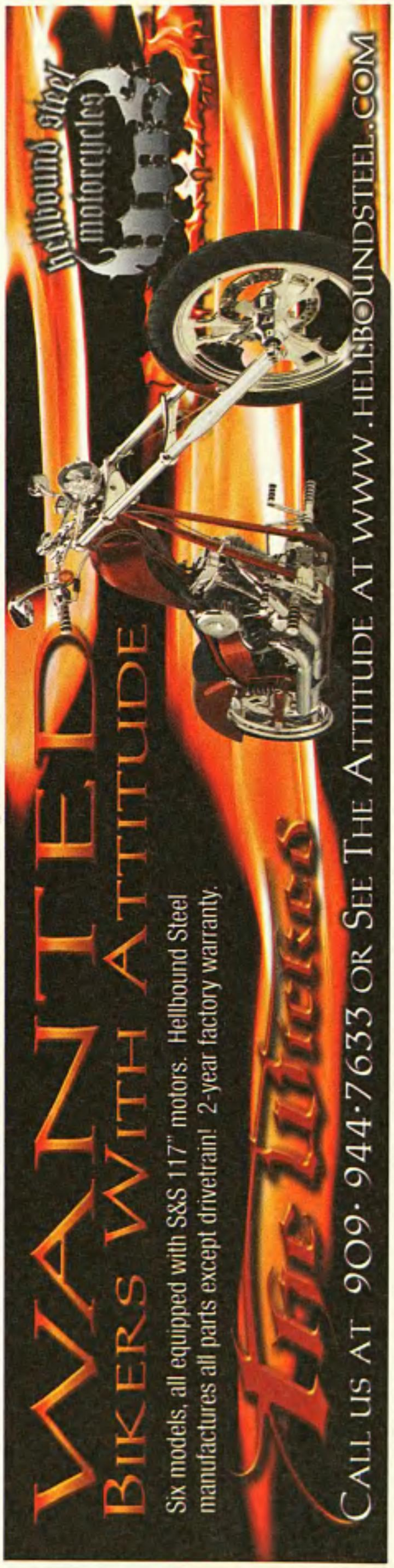

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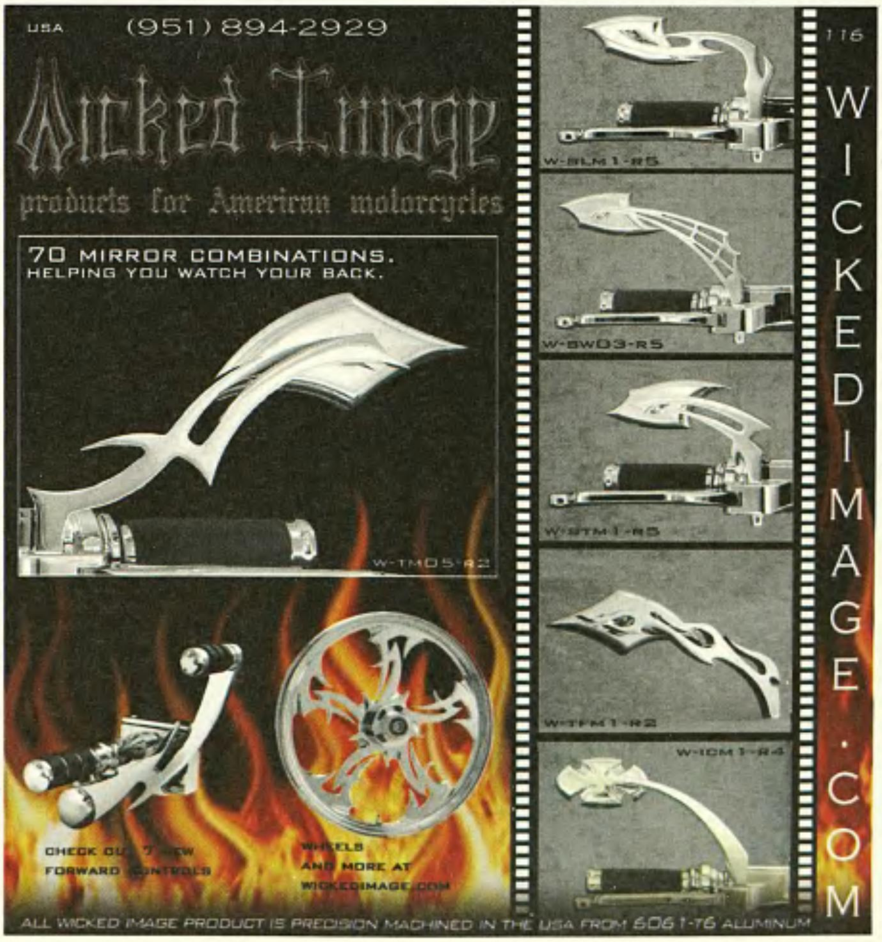
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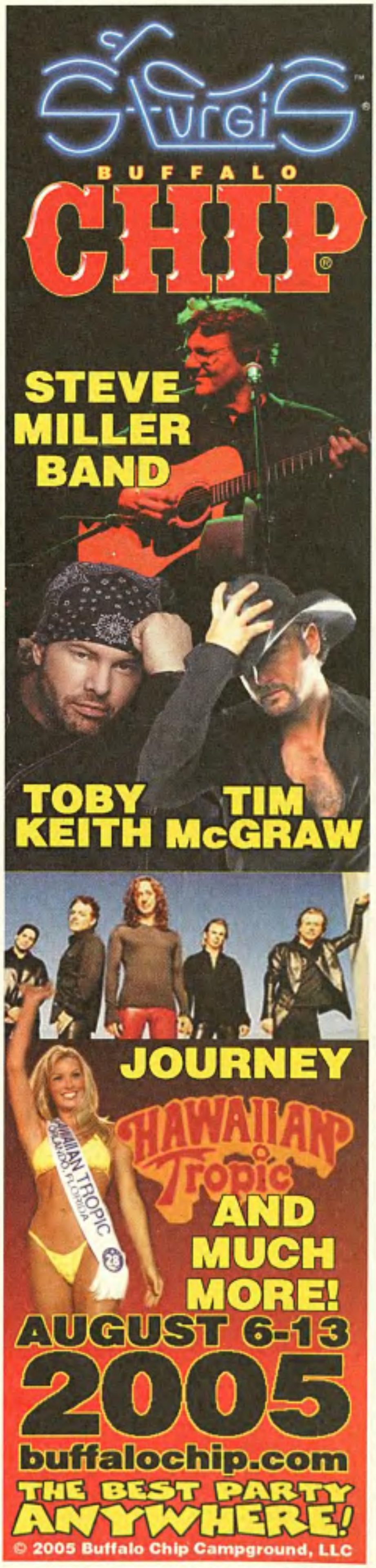

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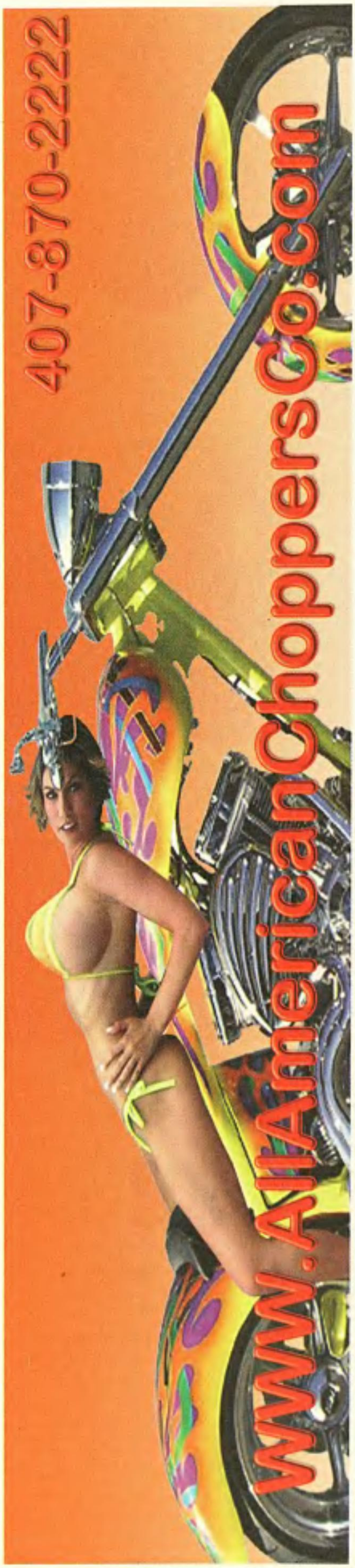
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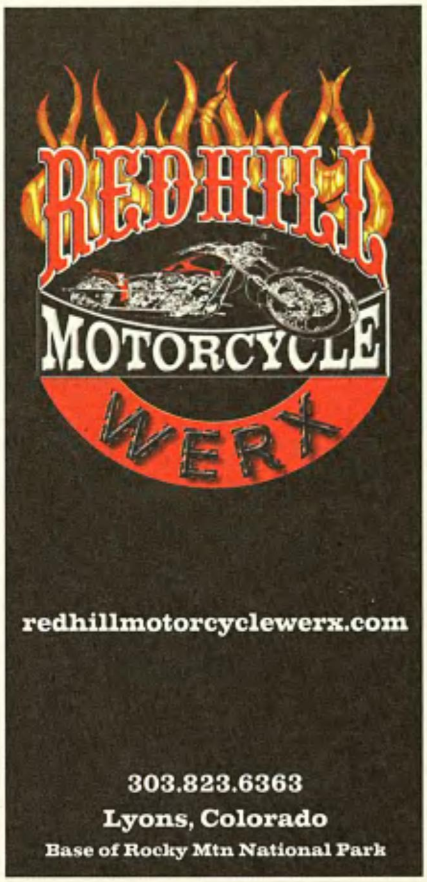

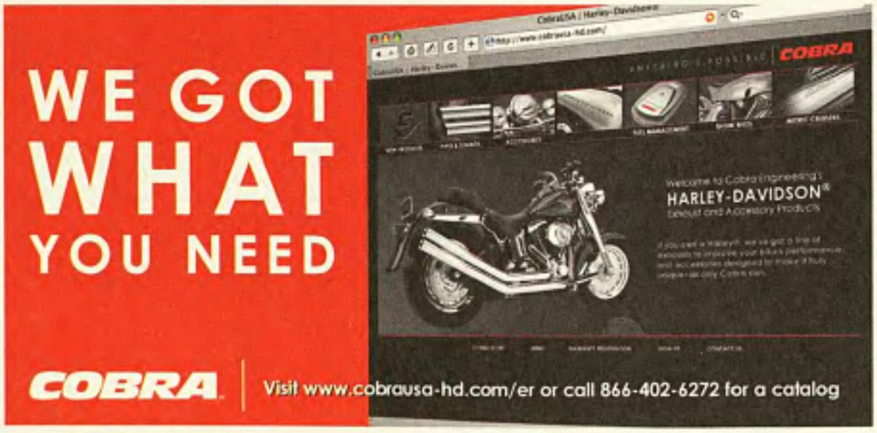

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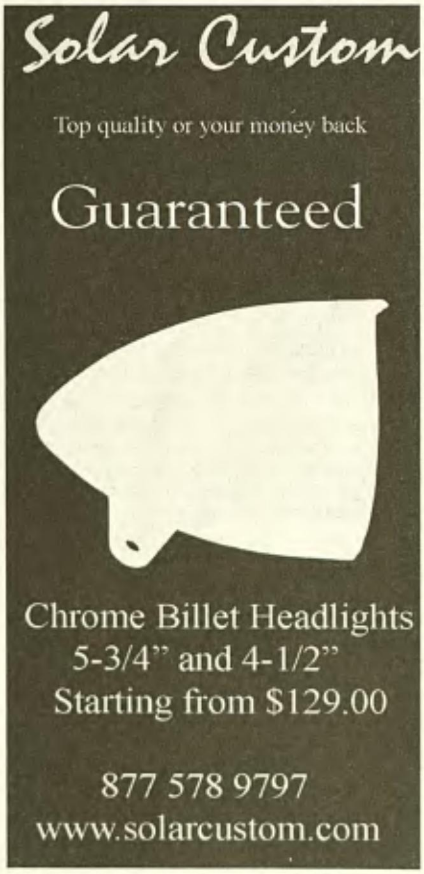

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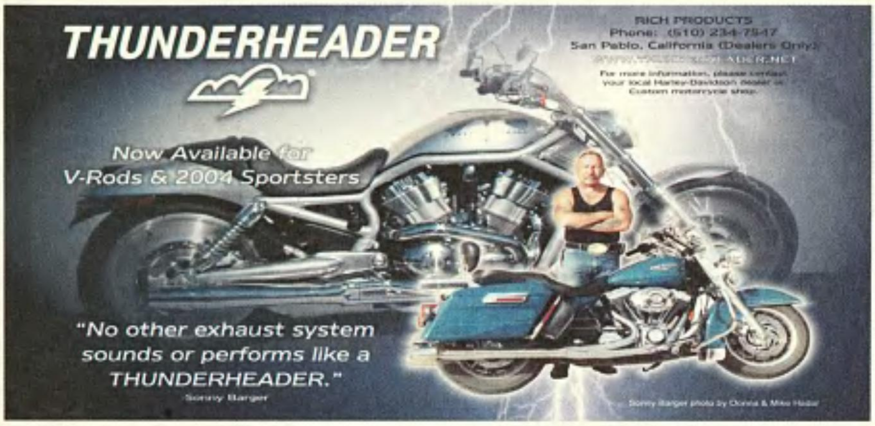
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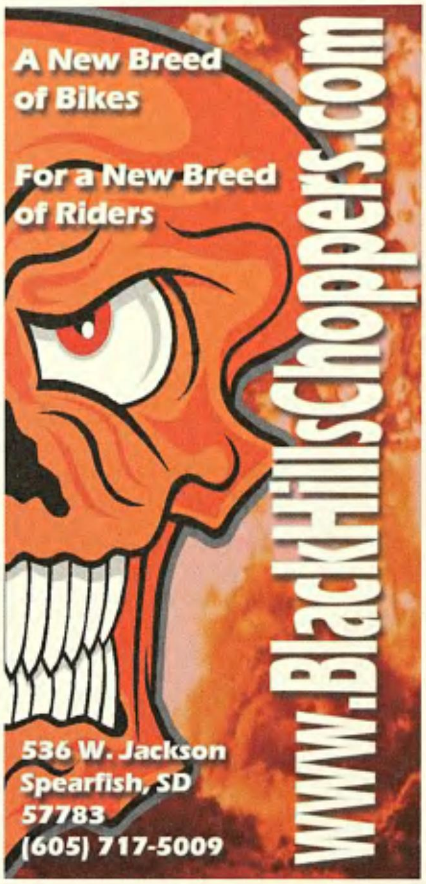
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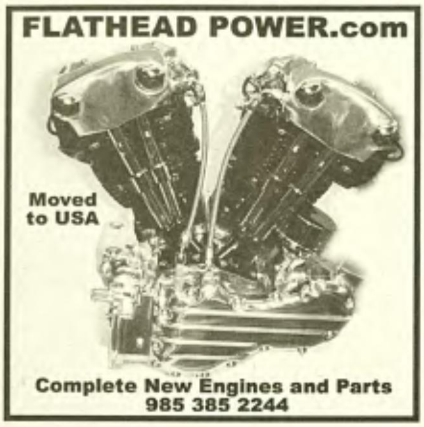

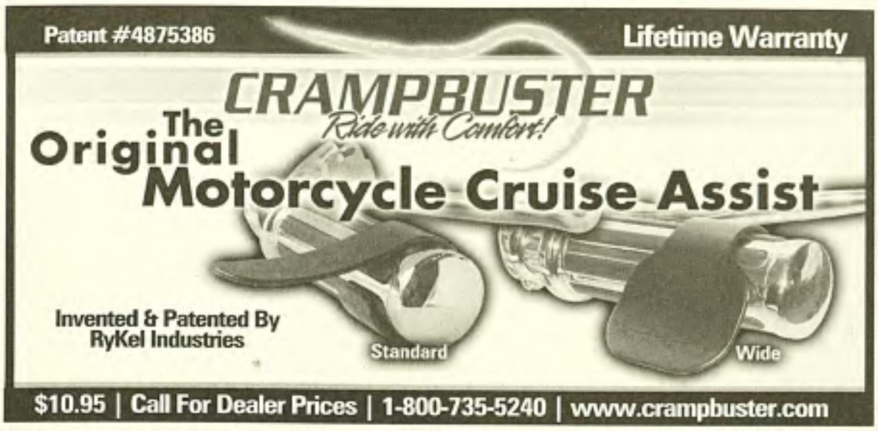

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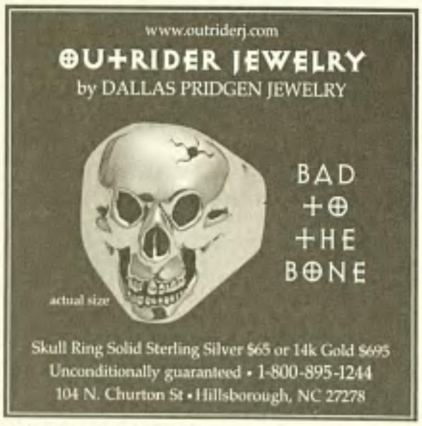

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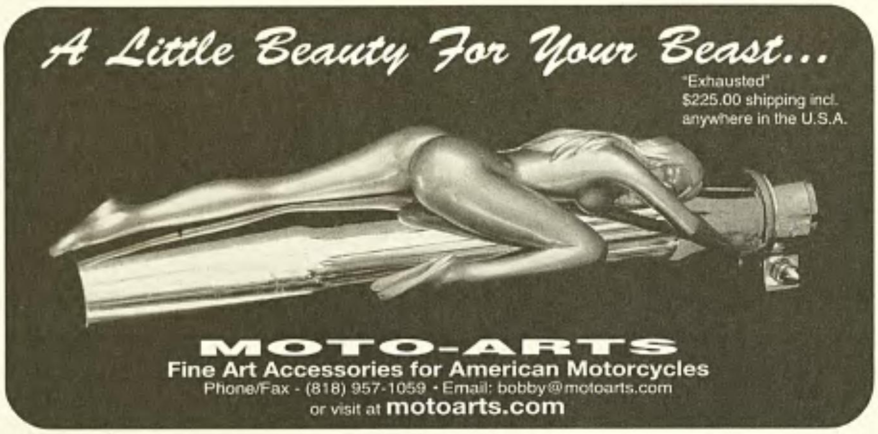
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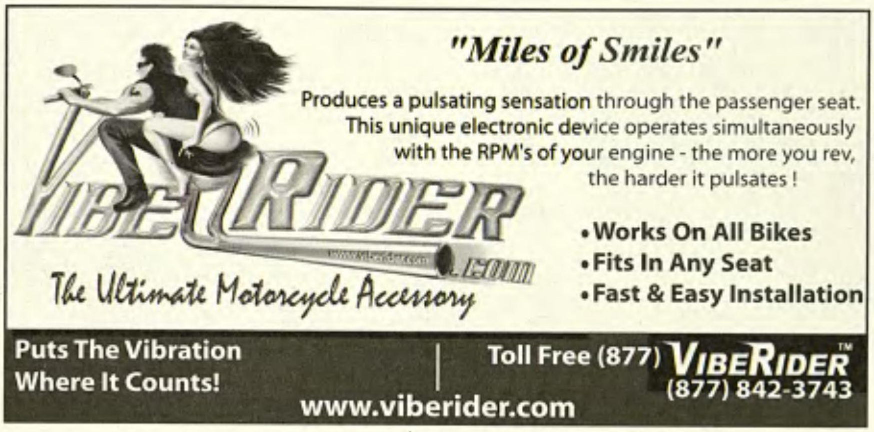

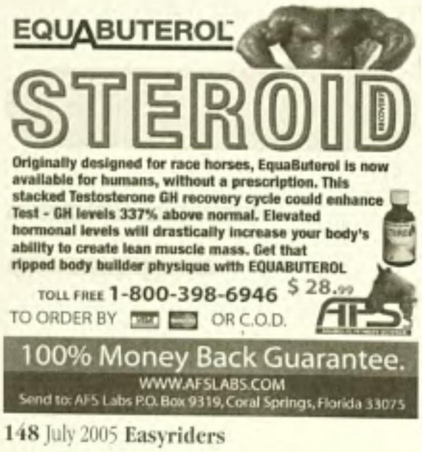

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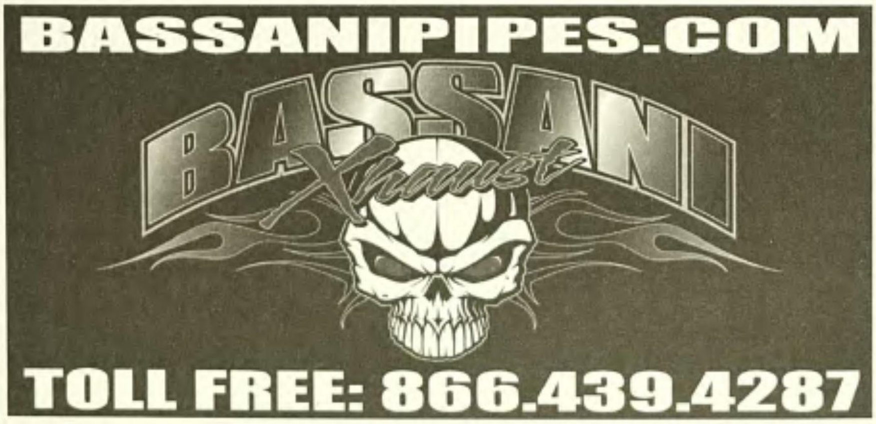
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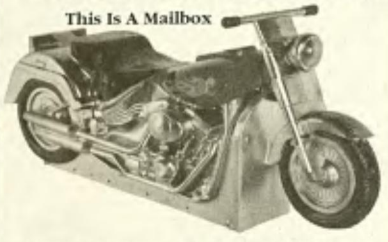

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1988		176	177		179						185	
1989				190			193		195			
1990			201	202		204	205	206		208		210
1991	211	212				216						
1992					227				231	232		
1993	235						241					
1995	THIS YEAR IS SOLD OUT											
1996			273				277		279	280		
1997									291	292		
1998			297		299							
1999			309				313					318
2000	319								327			330
2001				334	335		337	338		340	341	
2002		344					349	350	351		353	354
2003	355	356			359	360	361	362	363	364		366
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2000	30		32			

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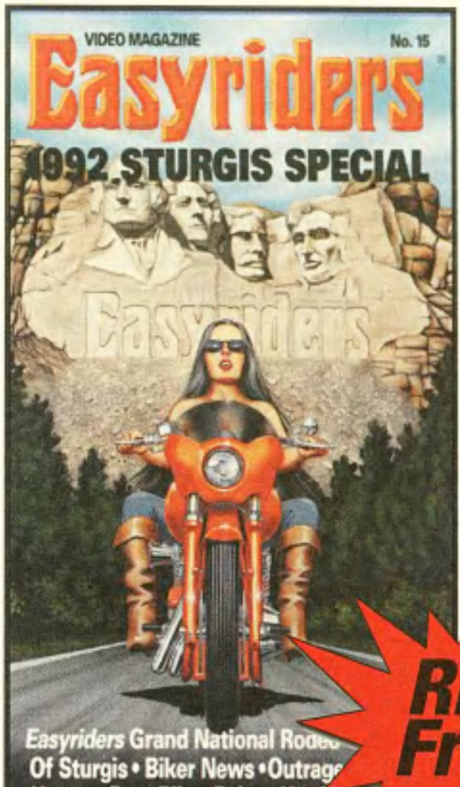

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FAT 200 KIT
From Doherty Machine

The fat tire is king, except that stock Harleys come with 130 or 150 rubber. So what can you do?

Well if you ride a 1987-up Softail and want wide rubber, Doherty Machine has you covered. Their Fat 200 kit will give your bike a cool look with a minimum of hassles. The wider tire is accommodated by converting the final drive from a belt to a chain, removing the rear fender struts and replacing the rear fender.

The Fat 200 kit includes everything needed for the project right down to the primary cover gasket. The parts used in the kit are all top-shelf items: a steel rear fender, custom made sprockets, 18 x 5 1/2 wheel, Metzeler tire, O-ring chain, chrome chain guard, stainless steel splash guard, wheel spacers and all the needed hardware.

In installing the kit we used the standard 40-spoke wheel; they have 60- and 80-spoke options also available along with billet wheels. The standard wheel has a chrome-plated billet hub and chromed spokes. The included wheel spacers centered the wheel right where the factory had it. The sprocket and rotor bolts were also chrome plated. The new fender is a strutless design; it accepts stock-shaped seats and can handle the same rear seat load as the original fender. The Fat 200 kit retails for $2,395 and is available directly from Doherty Machine.

Other than the wrenching needed to install the parts, the only additional labor involved is painting the rear fender. We found that the mechanical part of the job took a little more than seven hours on a 2003 Softail Standard. *—John Sullivan*

This is a very complete kit; the only thing else needed is to paint the rear fender.

We started off by removing the seat, rear fender and splashguard. With these items out of the way we cut the fender struts off.

Down behind the inner primary cover we swapped the belt-drive pulley for the custom-made sprocket, new mainshaft spacer and seal.

The Metzeler 200 x 18 tire was fitted to the 18 x 5 1/2 rim; the rear sprocket and rotor were added then the complete assembly was installed in place of the stock wheel.

Finally, the rear fender was installed. We also opted for the Doherty custom LED taillight assembly, MSRP, $345. Since the bike was getting a new look, we had the stock sheet metal and new rear fender painted candy red.

Source

DOHERTY MACHINE
928-541-7744
www.dohertymachine.com

Photos: John Sullivan

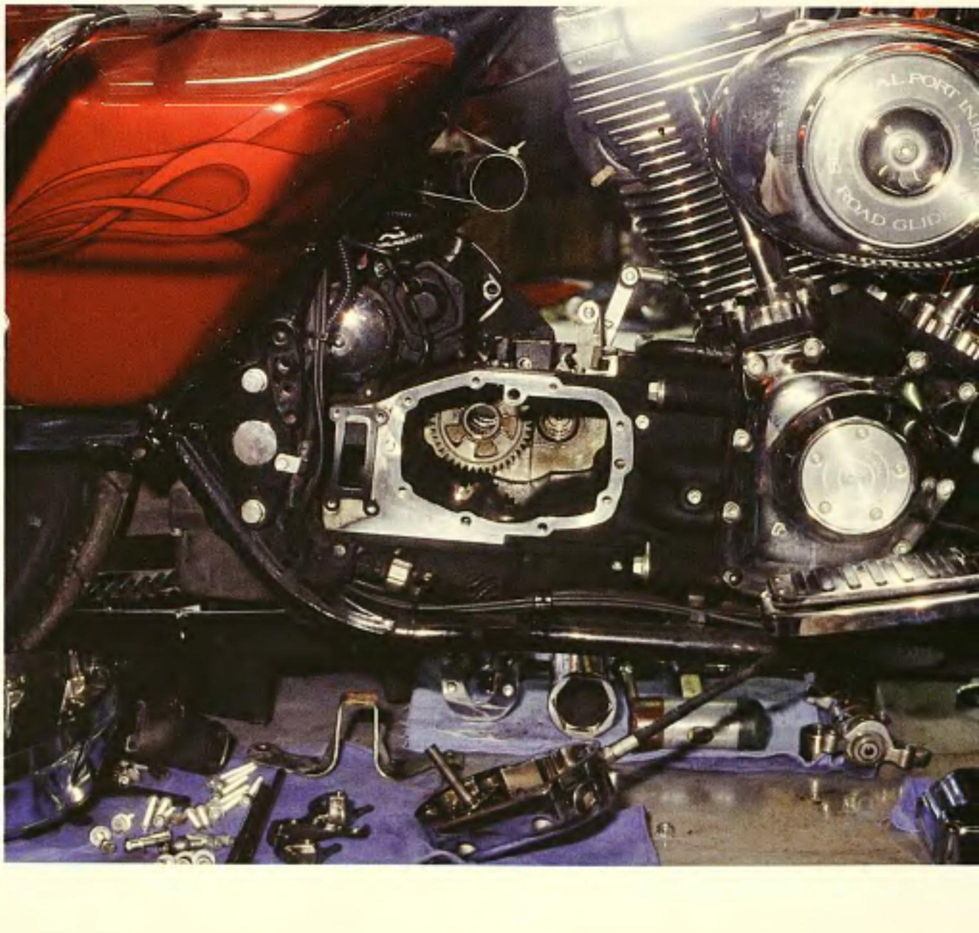
BAKER 6-SPEED INSTALL
Road Rashed Road Glide

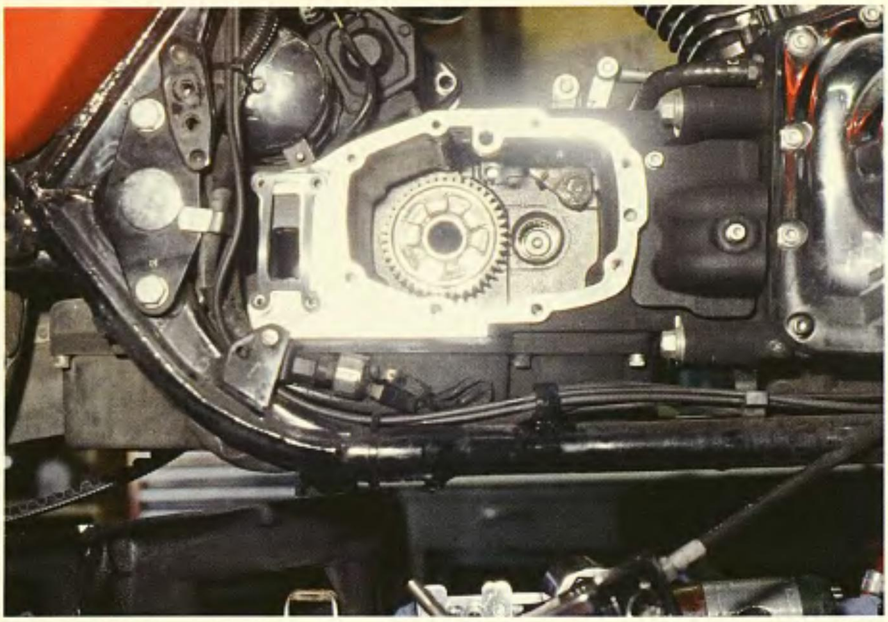
Was there ever a statement that rang truer than "Shit Happens?" I mean, it happens to all of us, but sometimes the results from what happened were worth the stress. Take, for example, what has become the "restoration" of this '99 Road Glide.

Back in the February 2001 issue, we took Harley's Road Glide, added a few bells and whistles and showed it off a bit. Well, picture yourself in the desert and you completely run outta gas. Well, this time I pushed my luck a little too far and I was forced to throw it in the back of a truck and go on a search for gas. In doing so, the bike came off the ramp and fell to earth, putting some major damage into our refreshed Glide's bags, rear fender and fairing. We'll go into the who, what and how's of fixing the bike cosmetically in a later issue. However, since we had the bike apart, why not mess with it?

Once the bike was torn apart, we figured the motor should be working a little less harder than its current state. Now keep in mind, this Twin Cam already sports Harley's 95-inch kit, Screamin' Eagle everything and a few secret add-ons, so it wasn't going to take too much more to make this scooter…scoot. So, we talked to our buddy Bert Baker and selected one of his 6-speed overdrive kits for Road Glides.

The bike was then taken to Ventura Motorworks in Ventura, California, to have my ace mechanic do the trans install. Owner Kurt Morrow is one of two guys I trust to work on my motors and this was going to be no exception, considering the amount of miles I put on this bike. "I gotta say," Kurt begins, "I was hoping for a trans in a case I could just swap out, however, this couldn't have been an easier install. And Baker has taken all the guesswork outta this with a set of included instructions and tools that make the job a breeze…if, ya know what you're doin'. The hardest part, for me, was taking all that crap off the bike to get to the tranny." In fact, Baker makes it very clear: "If you have never serviced a H-D 5-speed, do not attempt this installation."





Photos: Darryl Jagelewski/Paul Dileski

First things first: A Genuine H-D Parts Catalog and Factory Service Manual are required, because Baker's install instructions refer to them repeatedly. As far as any special tools and case clearance specs go, Baker's taken care of that as well. You'll find that standard H-D tool numbers will suffice in removing and installing the main drive gear, inner race, and transmission sprockets. Or, you can order the equivalent tools from Baker. As for clearances, Baker will take you through five steps of checking clearances along the way for most motors and transmissions; the instructions will explain gearset, shifter fork, clutch rod and release installation, as well as explaining Baker's detent system. What more can you ask for?

Baker has an overdrive system for most models of bikes, with prices that won't put you in Intensive Care. Check out the Web site for all the info.

Now with the 6-speed installed, when the bike is pulling 80 mph—which is slow for this bike—the motor just purrs. And you won't believe your tach needle.

—*Oil Can*

Source

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When you get down to it, two wheels rolling is what a biker's whole world revolves around. After paint, a new set of wheels is one of the easiest ways to radically change the appearance of your scoot. Whether you are customizing some stock Milwaukee iron, or building a custom bike from the ground up, sorting through the multitude of choices and choosing just the right wheels is tricky. You need this guide.

As a bonus, we decided to throw in info on some choices of the rubbery kind to adorn your new rims, as well as some products to help you take care of them. Wherever possible we've included Web addresses to further your exploration and help you make the best choices. *—Kit Maira*

EASYRIDERS' WHEEL AND TIRE GUIDE

GMA Engineering

GMA Engineering's new W-7 wheel features CNC-machined designs which match their GMA brake pulley system, (see our brake guide in this issue) and floating rotors. The rear wheels are available with a single flange hub that makes a very clean looking setup with the GMA brake pulley system. This system is available for left- or right-side drive applications. The W-7 is available in various sizes from 18 x 8.5 to 21 x 2.15. These cool chrome-plated wheels come fully assembled with wheel bearings and valve stem.

GMA Engineering Inc., 13526 "A" St., Omaha, NE 68144, 402-330-5105, www.gmabrakes.com.

Wheels 4 Choppers

The Maltese line of these trademarked wheels is back with improved designs and classic styling. For the Harley aftermarket and custom bikes, these American-made welded steel wheels are available in deep chrome or ready-for-powdercoat. Also available are the retro-'70s Invader-style wheels and the visually striking 3-D Bladerunner, a wheel that looks awesome when spinning. And, Wheels4Choppers has other innovative designs as well. The entire line is low cost, strong and lightweight, designed with interchangeable modular hubs to fit any bike. Since 1995, Wheels4Choppers has been making everything from stock replacement sizes to the new 18 x 10.5 for the 300 series tires.

Wheels4Choppers, 3670 Lacon Road, Hilliard, OH 43026; 888-447-1408 or visit them online at www.wheels4choppers.com.

EgoTripp Impaler

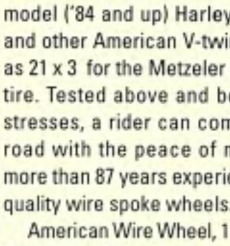
EgoTripp Wheels offer an extensive line of patterns, sizes and fitments for your bike. New for spring 2005, is their Impaler. This is EgoTripps' first design in its upcoming line of 3-D patterns. Also available in this "Liquid Series" are pattern-matched rotors, sprockets, pulleys, primary covers, and forward controls. Wheels for 330 and 360 series tires are now available in all patterns.

EgoTripp, 610 28th Street, Lubbock, TX 79404; 800-741-1814; www.egotrippwheels.com.

American Wire Wheel 40-Spoke Wheels

American Wire Wheel added beefy, 40-spoke radial-laced wheels to their growing line of aftermarket wheels and related accessories for American V-twin applications. This new wheel features OEM specs, chrome-plated steel rims, billet aluminum hubs and 40 massive 3/8-inch-diameter chrome steel spokes. This wheel is available in a variety of sizes to fit most late-model ('84 and up) Harleys including the V-Rod and other American V-twin motorcycles, as well as 21 x 3 for the Metzeler ME880 120/70V21 front tire. Tested above and beyond any real-world stresses, a rider can comfortably go down the road with the peace of mind that comes with more than 87 years experience building the high-quality wire spoke wheels.

American Wire Wheel, 115 Compark Rd. Dayton, OH 45459; 937-438-0100; www.americanwire.com.



New Continental Milestone Whitewalls

For riders who love the classic look of whitewall tires but also demand high mileage, Continental Tire has expanded its Milestone line with the addition of 140/90-16 and 150/80-16 wide-whitewall sizes. Specifically engineered for cruisers, heavy touring bikes and Harleys, the Conti Milestone uses Continental's latest "Activated Silica Compound" and casing technology to deliver exceptionally high mileage, wet/dry grip, load carrying capacity and comfort all at a very competitive price.

Continental General Tire Inc., P.O. Box 105, 39 E. Main St., Suite 117, New Albany, OH 43054; 614-855-6960; www.conti-online.com.

Covington's New Eliminator Series Billet Wheels

Check out some of the new wheels from the creative minds at Covington's Cycle City. These are just the beginning of a complete new series of eight wheel designs for 2005. Their Web site will be regularly updated with new products, including several new wheel designs.

Covington's Cycle City, 2424 Oklahoma Ave., Woodward, OK 73801; 580-256-2939; or visit www.covingtonscustoms.com.

Fat Daddy 50-Spoke Radially Laced Wheels

Wheels from Fat Daddy feature radially laced (straight) 3/8-inch polished stainless steel spokes with custom nipples, billet chromed aluminum custom hubs and polished chrome steel rims. Bearings, seals and center spacer are included but not installed, allowing you to set the endplay to your specifications and use your preferred wheel bearing grease. Hub width on wide rear wheels is measured from rotor to pulley mounting surfaces. These 4.25-inch wheels will fit most applications by modifying the axle spacers and changing the rotor and pulley spacing. The 5.5-inch and 8.5-inch wheels will require the above as well; frame, swingarm modification and fender change along with a narrower belt may also be required. Made in the USA.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com.

Choppers Unlimited

Choppers Unlimited likes their wheels fat and affordable. Fat's really where it's at, says Choppers Unlimited about their latest spoked wheel. The massive wheel uses a 7-inch hub that anchors the 18 x 10.5 rim with 80 cross-laced spokes. The wheel is finished in powdercoat or chrome or a combination of both. Old-school wire setup meets 21st-century radical in this wheel, which is delivered as is or with a tire. The set is designed to accept Chopper Unlimited's drive-side brake setup.

Choppers Unlimited, 256 South Marine Blvd, Jacksonville, NC 28540; 910-938-3375 or visit: www.choppersunlimited.com..

Ness-Tech Evil Seven Wheels

Arlen Ness' Ness-Tech Evil Seven Wheels feature cool-looking scalloped spokes with smooth radius style hubs. The rim has a semi-flat contour with a precision radius at the area where the spokes and rim intersect. They are available in sizes from 16 to 21 up to 10.5 inches wide. Precision-machined from 1-piece 6061-T6 aluminum forging. Available in polished or chrome finish, Evil Seven wheel assemblies, like all Ness-Tech wheels, include hubs, wheel bearings, properly sized bearing center spacer, races, seals and

necessary hardware. Matching belt pulleys and brake rotors are also available. Arlen Ness can build almost any custom application, please call their sales staff for assistance.

Arlen Ness, 6050 Dublin Blvd., Dublin, CA, 94568; 925-479-6350; www.arlenness.com..

FTM/Excel 60H Wheels

The new front and rear wheel sets from FTM/Excel come with a chrome billet hub, chrome steel rim and chrome high-carbon steel spokes and nipples; they are laced and trued. The chrome billet hub has a hidden-spoke head design. It also features patented modular carrier ring adaptors that adapt Excel's Universal Wheel sets to your make and model Harley OE drive and rotor components. Sizes available: 16 x 6.00 and 3.50; 18 x 5.50, 4.25 and 3.50; 19 x 2.15; 21 x 2.15 chrome steel. Excel-manufactured rims and wheels include double row bearings center crush spacer and fasteners. Front and rear carrier kits include all necessary brake rotor and drive carrier adapters.

FTM Enterprises Inc., 2645 Vista Pacific Drive, Oceanside, CA 92056; 760-732-3161 or visit www.ftmbiz.com.

Eurocomponents 3-D Vortex Wheels

These unique wheels are CNC-machined using a manufacturing process that cuts billet aluminum with variable curving radiuses (3-D machining). It takes about 48 hours to machine and prepare one of these wheels, but the result is a unique product with stunning design. Thanks to this sophisticated manufacturing process the spokes literally emerge from the outer sides of the rim, then taper toward the center to finally expand in the hub, giving the spokes a unique concave shape. Rim, spokes and hub are all one piece. Front wheels are completely 3-D machined from 160-pound solid blocks of billet aluminum. Rear wheels are machined from 320-pound solid blocks of billet

aluminum. Since they are fully CNC-machined (they are not cast or forged), they are available in any width and diameter. Just tell them what you need and they will machine it to your specs.

Eurocomponents Inc., 1 Festiva at Lions Paw, Daytona Beach, FL 32124; 386-274-5729; or visit www.eurocomponentsusa.com.

Carolina Custom's Revenge Wheels

Carolina Custom Products recently introduced their new Revenge wheel design. The Revenge wheel is available in 18 x 8.5 or 18 x 10.5 versions. It comes in your choice of chrome or polish finishes. All Carolina Custom Products' wheels are made in the USA at the company's manufacturing facility in Union Grove, North Carolina. You can view CCP's whole product line of wheels, frames, and tanks on the Web.

Carolina CustomProducts, 6416 Wilkesboro Hwy, Union Grove, NC 28689; 704-592-2355 or visit: www.carolinacustomproducts.com.

Luster Lace Chrome Polish And Luster Pad

The Luster Lace Chrome Polish and Luster Pad are a perfect combination to keep your wheels looking great. The liquid chrome polish burnishes fine chrome surfaces to a brilliant shine, leaves a protective coat and is excellent on gold plating, anodized metals, painted metals and clear coat. Luster Lace's Luster Pad restores the luster to billet, aluminum and stainless wheels. Simply cut a piece from the roll, apply and then buff to a brilliant shine. Ask for Luster Lace Polishes at your favorite bike shop.

Luster Lace Polishes, P.O. Box 278, La Habra, CA 90633-0278; 800-291-5223; or visit them online at www.lusterlace.com.

Wicked Image

Wicked Image recently released three new wheel designs: the MidEvil shown here, the Nightmare and the Slayer. They come in all popular sizes for motorcycle applications. Wicked Image also has matching pulleys and rotors for each of their wheel models along with, shift linkages, cable

clamps, footpegs, forward controls and turn signals with similar designs.

Contact Wicked Image, 41615 Date St., Suite 108, Murrietta, CA 92562; 909-506-9595 or visit them online at www.wickedimage.com.

MC Advantage's New Dimension In Wheel Designs

MC Advantages recently announced the addition of new super-premium Foose-designed Lusso wheels to their product line. Truly works of art, these wheels have a deep design that stretches from the center of the hub to the very top edges of the rim. They are available in a range of sizes. Premium rotors, pulleys and brake brackets that match this wheel style are also available.

MC Advantages; call 800-726-9620; or visit www.MCAdvantages.com.

Low Profile Rear Tires from Avon

Mid-USA now stocks these Low Profile rear tires from Avon in widths up to 330mm. Radial technology provides minimal tire growth at higher speeds allowing the custom builder to mount the rear fender closer to the tire. Excellent grip from the soft tread compound. The exaggerated tread depth assists in high mileage, while the unique sequential-type tread pattern produces an exceptionally quiet ride.

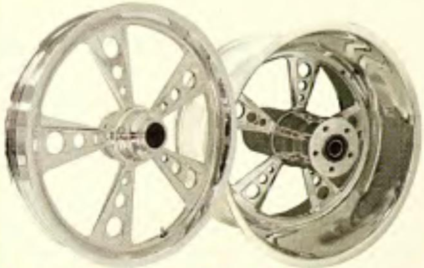
Mid-USA, 4937 Fyler Ave. St. Louis, MO 63139; 314-351-3733; www.MID-USA.com.

Chrome Horse Aluminum Wheels

Pound the pavement with power and style on Chrome Horse's aluminum wheels. Chrome Horse has a large selection of competitively priced custom aluminum wheels for virtually every American V-twin motorcycle application. Each one of the many styles offered in the

Chrome Horse line is part of a complete system that carries the original styling of the wheel all the way through with matching belt drive pulleys and CNC-machined, matching stainless steel polished rotors. There are currently seven styles in the Chrome Horse wheel line. You can view them all online. Chrome Horse products are available exclusively through Midwest Motorcycle Supply.

Chrome Horse, 800-325-3914; www.chromehorseproducts.com.



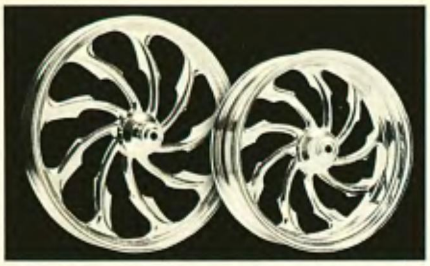
Redneck Signature Wheel From Weld Racing

Mid-USA now carries the Redneck signature wheel from Weld Racing. Available to fit tires up to 330mm wide, they are manufactured from virgin 6061 billet aluminum and heat treated in two steps to T6 on the Rockwell Hardness Scale. All forging, machining, polishing and chroming is done in-house and allows Weld Racing to provide a five-year limited warranty on chrome and a lifetime structural warranty.

Mid-USA, 4937 Fyler Ave. St. Louis, MO 63139; 314-351-3733; www.MID-USA.com.

Performance Machine Torque And Tantrum Wheels

It looks like Performance Machine has done it again; each year we see a series of new wheels from them and each year they are among the coolest designs out there. For 2005 PM is launching the Tantrum, which is a 3-spoke splitting into a 6-spoke and then splitting again into a



12-spoke. The Torque is a directional wheel with nine arched spokes, each terminating in a knife like profile at the rim. PM is telling us these new wheels are available in polished or chrome finish in all the popular sizes including the 10-inch and 10.5-inch wide for the monster rubber. The trick matched discs, pulley and sprocket will finish off the package.

Performance Machine Inc., 892 Marlin Circle, La Palma, CA 90623; 714-523-3000; or visit www.performancemachine.com.

Stampede Billet Wheels

Stampede billet wheels are CNC-machined which guarantees absolute accuracy in all wheels. They come complete with factory-set bearing tolerances, seals, chrome hardware and valve stem. Wheels are offered in pressure cast or split and spun. Matching pulleys and rotors are also available. Stampede wheels are available through MC Advantages, a growing distributor for Stampede products.

MC Advantages, 800-726-9620, or online at www.MCAdvantages.com.

Sharper Wheels

Sharper Wheels' Sharpe 10 takes the high art-form of knives and the powerful shapes of motorcycle wheels and blends them to create this very unique line of wheels. There are seven different knife styles to choose from and they are available in chrome, polished or anodized red, blue and black and gunmetal in nearly every size. They also offer matching rotors and pulleys.

Sharper Wheels, 763-785-9164; www.sharper-wheels.com.

New Pro Series

Pro-One has just unleashed their finest collection of 1-piece forged aluminum wheels to date. Take a close look at the cutting-edge lines of the Zepher, Zepplin and Fokker III. You're sure to find a design that would make a perfect finishing touch to your custom or factory scoot. Precision machined to aircraft tolerances, the wheels are offered with a mirror perfect polish, show-quality chrome or anodized black. Wheels come complete with Pro-One premium hubs for installation on stock or custom bikes. They come in a wide variety of sizes from 16 x 3.5 to 21 x 3.5, Pro-One 1-piece billet wheels are manufactured to the exacting standards the company has built its reputation on.

Pro-One Performance Mfg. Inc., 2700 Melbourne Ave., Pomona, CA 91767; 800-884-4173; www.pro-one.com.

Renegade Wheels Unveils Their Newest Wheel Designs

Renegade Wheels' innovative aftermarket wheels, manufactured in the USA, have a distinctive designs that has caught the eye of Harley worshipers from sea to shining sea. The Santa Cruz, Grinder and Monterey designs are the latest in their product line. Renegade Wheels offers a captivating line of matching wheels, pulleys, rotors and sprockets. In May 2005, Renegade introduced their new 17 x 12 wheel for the 330 tire.

Renegade Wheels, 2180 N. Batavia Street, Orange, CA 92865; 714-998-7241, or online at www.renegadewheels.com.

Black Bike Wheels

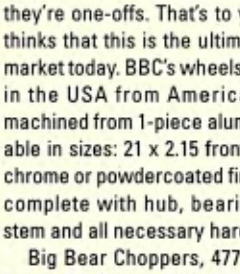
Have your custom wheels made your way with Black Bike. Black Bike always strives to reinvent the wheel and is dedicated to bringing their customer just what they fancy. Whether you want chrome, anodizing, powercoat, gold plating or any combination of finishes, Black Bike will build the wheel your custom bike deserves. Black bike currently makes a wire spoke 18 x 5.5 rear wheel with a 180-series tire that bolts on to the Harley-Davidson Deuce and wheels for the V-Rod, which accepts a 200 tire with no modification to the bike.

Black Bike Wheel, 8762 Amigo Ave., Northridge, CA 91324-4001; Ph. 818-341-2550

Big Bear Choppers

Big Bear Choppers' Spade and Web wheels have such an innovative style that people might think they're one-offs. That's to your advantage. BBC thinks that this is the ultimate wheel set on the market today. BBC's wheels are made 100% here in the USA from American materials. CNC-machined from 1-piece aluminum forgings. Available in sizes: 21 x 2.15 front and 18 x 8.5 rear; in chrome or powdercoated finish. All wheels come complete with hub, bearings, oil seals, valve stem and all necessary hardware.

Big Bear Choppers, 477 Eureka Dr. Big Bear Lake, CA 92315; 909-878-4340, or online at www.bigbearchoppers.com.



Sinister Motorcycle 1-Piece Forged Wheel

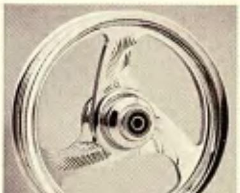
Sinister Motorcycle latest 1-piece forged wheel designs feature Rotoforged and CNC-machined spun aluminum 6061-T6 lightweight forged alloy for high strength and are triple chrome-plated for durability and beauty. There are applications for most models and custom wide-frame kits. Size ranges from 16 to 21 inches with the widths ranging from 3.5 to 10.50 inches. Of course they're made in the USA.

Sinister Wheel, 583 South Center St., Turlock, CA 95380; 209-664-0207; www.sinisterwheel.com.

Ultima Complete 80-, 60- and 40-Spoke Wheels Front And Rear

Ultima complete 80-spoke 16-inch wheels with 3.00 x 16 chrome plated drop center rim are available with chrome plated hub and choice of spokes: chrome-plated, stainless steel or chrome-plated twisted. Assemblies are trued and ready for installation. Also available are wide 60-spoke wheels for the budget-minded customer who wants a wide wheel that won't break the bank account. Chrome wide steel rim, spokes and steel hub are just what you need for any 180 or 200 series wide frame applications. Rear hub features a 0.900-inch extension to minimize pulley spacers and the bearing is moved outboard to help prevent bent axles. Hub includes all bearing, seal and spacer parts. Wheel assemblies are sealed so that they can be used with tubeless tire applications. Ultima 40-spoke wheels fit big twin FX and FL, 1973 through 1984. They're available with chrome-plated hub and your choice of either stock-style chrome plated spokes, stock-style stainless steel spokes or chrome-plated twisted spokes. These wheels are complete assemblies trued and ready for installation. Available exclusively through Midwest Motorcycle Supply.

Ultima Products, www.ultimaproducts.com.



RevTech Wheels

RevTech billet aluminum wheels come in many styles and options: Custom Chrome's RevTech line of custom wheel is designed to fit every bike, from mild customs to wild, radical creations. Comprised of 21 exclusive wheel styles in all, the RevTech line includes seven Signature Series wheels developed by top bike builders in the country. These are available in sizes ranging from stock replacement widths and diameters, all the way up to a massive, 18 x 10.5 model, capable of fitting the latest 250-, 280- and 300-series rear tires. When combined with the option of chrome or polished finishes, and more than 30 possible hub choices, they give you one of the widest ranges of wheels to choose from.

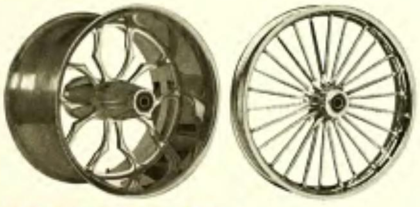
Custom Chrome Dealer Locator: 800-729-3332; www.customchrome.com.

Hallcraft's Wheels

Hallcraft's is a leader and innovator in the custom motorcycle wire wheels' market. They can build wheels in many sizes and styles to fit the needs of the most demanding custom builders. The wheel pictured here was custom built for Mikey's bike at Orange County Choppers and seen on Discovery Channel's *American Chopper* cable show. It's an 18 x 8.5 rim with 80, 6-gauge, 24-karat gold-plated spokes and nipples, mounted in a radial-laced pattern. The rim and hub were chrome plated and then powdercoated with blue translucent paint prior to assembly. Texefx hand-painted the blues legends art and the design was finally clear powdercoated for protection. Hallcraft's can

gold plate or powdercoat any color and custom paint to match a customer's bike theme. All of Hallcraft's wheels are guaranteed tubeless and feature their exclusive internal balancing system developed by Balance Masters. Wheels are available in all sizes in 40-, 46-, 80- and 100-spoke configurations in either a cross-laced pattern or radial-laced pattern.

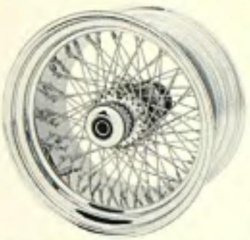
Hallcraft's, 1702 FM 1201 Moss Lake Road, Gainesville, TX 76240; 940-668-0771 or visit, www.hallcrafts.com.



Weld Racing Flare Series

Weld Racing Motorcycle recently announced the addition of three new wheel designs for their Flare series. The wheel featured here is the Blue Max, a unique 1-piece billet wheel that has a built-in hub. The integrated hub greatly reduces the run out in the wheel, reduces weight and allows the design to continue onto the hub face of the actual patent-pending wheel itself. The Flare series wheels have much more dimension to them and will appear to have a 3-D effect. All the Flare series front wheels have an integrated hub and the rears are either pulley/hub, or drive side. You must use Weld's rotors and pulleys on this series of wheels. Manufactured out of premium virgin aircraft quality aluminum and backed by a lifetime structural and a five-year warranty on chrome wheels, the Flare series wheels are only available for post 2000 models.

Weld Racing Motorcycle, 6600 Stadium Drive, Kansas City, MO 64129; 800-669-9353; or visit www.weldmotorcycle.com.



DNA Spoke Wheels

DNA offers high-quality wheels, built in the USA, in 40, 60, 80 and 120 straight or twisted spokes using high-quality polished stainless steel spokes, triple chrome-plated, spun rim and chrome plated 6061 T6 billet hubs. DNA will soon release their new 17 x 12 (100-spoke) wheel for the 300 tire. Need a fat wheel for the front? DNA's 21-inch fat wheels are available in 60, 80 and 120 spokes using the highest quality materials and finishes on their rims, hubs and spokes. All DNA spoke wheels are also available in your choice of powdercoated rims and hubs.

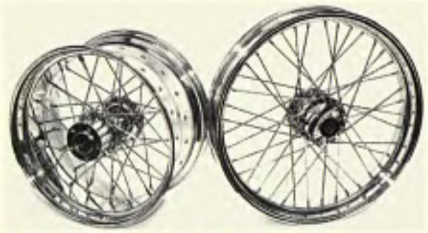
DNA Specialty Inc., 1415 W 178 St., Gardena, CA 90248; 310-767-4070

RC Components Unleashes New Designs For 2005

RC Components says that 2005 is the year of style. With the new year came the release of four new custom wheel designs. The powerful Gladiator, a 3-spoke wheel with attitude. The Phoenix, a

5-spoke design of mystical wonder. The elegant Royale, a 10-spoke wheel guaranteed to turn heads. The sleek Vega is six spokes of lethal beauty. Each wheel is made from the highest quality aluminum available, and comes either polished, chromed or powdercoated.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42101; 888-721-6495, or visit www.rccomponents.com.



GP Designs Flat 40-Spoke Rims

George Pacheco has developed a dimpleless 8.5-inch rear 40-spoke rim with matching front rim. These beauties begin with a 6061 T-6 aluminum forged rim, centers are then removed and the rim is drilled for a 40-spoke dimpleless design. Billet Boys 7075 aluminum hubs with strengthened flanges are then installed. The spokes are available in either stainless or T-11 tool steel with a chrome finish. The sizes shown are 3.5 x 21 front and 8.5 x 18 rear. Other sizes are available.

GP Designs, 866-356-2464, 510-733-3100; www.GPDesigns.net

Harley-Davidson's New Reactor 5-Spoke Wheel For V-Rods

A direct replacement for the standard V-Rod disc wheels, the new Reactor 5-spoke custom wheel from Harley-Davidson Genuine Motor Accessories, are the same wheels featured on the 2005 Screamin' Eagle V-Rod. Five thin, ball-milled spokes radiate from a unique hub to a smooth rim highlighted by machined grooves. The entire wheel has a mirror-chrome finish and the thin spokes give this wheel an airy look that dramatically changes the profile of the V-Rod. Raised bosses on the wheel hub carry the original-equipment brake rotor. Like all Harley-Davidson wheels, the Reactor 5-spoke wheels carry DOT and JWL markings, ensuring that they meet the testing requirements of those agencies. These new wheels can be paired with the Reactor billet sprocket, which has a similar 5-spoke design and notched rim, finished in chrome. The Reactor 5-spoke custom wheels and Reactor billet sprocket fit all 2002-later Harley-Davidson VRSC V-Rod models.

Harley-Davidson, 800-443-2153, or visit www.harley-davidson.com.

New Harley-Davidson Chrome 9-Spoke Softail Wheels

Chrome 9-spoke cast wheels from Harley-Davidson are now available for Softail models. Though similar in style to the original equipment cast-aluminum wheels used on many Harley-Davidson touring models, these wheels utilize new tooling developed specifically for chrome plating. The result is a near-perfect finish without the "waves" created when trying to polish the original-equipment cast wheels. The rib on the original-equipment wheel was also removed to create a smooth spoke finish. Special masking was developed to prevent plating corrosion inside bolt holes and bearing sleeve areas. The wheels come with bearings installed.

Harley-Davidson, 800-443-2153; www.harley-davidson.com.

Metzeler's 2005 V-Twin Tire Line Reaches Record 58 Sizes

Metzeler's range of ME880 V-twin "upgrade" tires has now reached 58 sizes for 2005. According to Metzeler, the line is larger and more inclusive than that of any other tire company and covers virtually every American and metric V-twin application from OE replacement, to narrow-stripe and wide whitewalls, to oversized radials.

There are now 23 different front sizes and 35 rears covering Metzeler's "Three Stages Of Upgrade:" Stage 1 (OE wheel sizes and swingarm); Stage 2 (larger wheels but no frame, fork, or swingarm mods); and Stage 3 (custom-size wheels, fork, and swingarm modifications). With a matching front and rear tread pattern in every size, Metzeler's ME880s come in four constructions: bias-ply, belted, radial, and Metzeler's patented 0-degree steel-belted radial construction. The patented construction does not grow or deform at speed, offering the exclusive benefits of a stable contact patch, superb handling and a rear tire that will not destroy costly rear custom fenders.

Metzeler Motorcycle Tires, P.O. Box 700, Rome, GA 30162-7000; 706-368-5826, or online at www.us.metzelermoto.com.

Metzeler ME 880 Marathon High-Mileage Tires

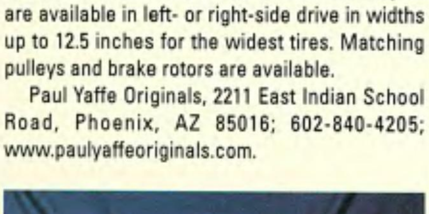
Built to handle the higher loads and handling characteristics of cruiser and touring bikes, the tread compound features the latest silica compound for improved wet grip. Metzeler's silica compound also reduces rolling resistance, increasing tire mileage. Front tires feature a rounded-tread profile for smooth, neutral steering. Rear tires feature a flatter tread profile and larger contact patch for better traction and mileage. The computer-designed tread pattern with offset groove alignment provides uniform wear characteristics, low noise, excellent water displacement ability and stability with rain grooves and hard braking.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com.

Hot New Wheel Designs from Paul Yaffe and Weld Wheels

Check out Paul Yaffe's latest for 2005. The first is the Notorious wheel that you might recognize from Paul's Discovery Channel *Biker Build-Off* bike. This swoopy design creates an amazing light show when spinning and looks like it's doing 100 mph standing still. The second (not shown) is the GT wheel, which looks awesome on choppers and pro-streets alike. It has a retro feel with a little contemporary industrial attitude as well. Paul styled it after the GT steering wheel he had on his Camaro in high school. Both styles are available in left- or right-side drive in widths up to 12.5 inches for the widest tires. Matching pulleys and brake rotors are available.

Paul Yaffe Originals, 2211 East Indian School Road, Phoenix, AZ 85016; 602-840-4205; www.paulyaffeoriginals.com.



RMD Billet—Cool Without Question

RMD Billet considers a motorcycle to be an expression of design, desire and speed. That is why all its billet components, including their 3-piece wheels, are CNC-machined in-house to ensure products embody that mentality. The wheel centers are 6061 billet aluminum designed with one of RMD Billet's designs or can be customized with your design. These true 3-piece wheels come fully assembled with all necessary hardware including hubs. Rear wheels are available in sizes 18 x 5.5 to 18 x 11 and front wheels are available in 21 x 2.5 to 21 x 3.5. Offered in polish, chrome, or powdercoat finishes. RMD says, "Remember, you didn't buy your bike to look like every other bike in the parking lot."

RMD Billet, 212 3rd St W, Jasper, MN 56144; 507-348-8877; www.rmdbillet.com.

Carriage Works

The new Tazor, Thrasher and the Avenger (shown here) by Carriage Works are made with the same attention to detail and contemporary styling their customers have come to expect. The Tazor's edgy design produces a clean nondirectional style that is highly reflective. The Thrasher's design is streamlined for an open look. The Avenger's unique styling benefits from three scalloped spokes for an eye-catching look. The Tazor, Thrasher and Avenger are available in all popular sizes and in either show quality chrome-plated finish or the new crystal clear finish.

Carriage Works, 4303 East 140th, Grandview, MO 64030; 816-966-0133; www.carriageworksinc.com.

S100 Wheel Cleaner

Sometimes those road wheels need some extra cleaning power to get them back to that like-new look. And, worse yet, that brake can become corrosive if allowed to stand for a while. If you find that brake-dust build up is hard to keep up with, try S100 Special Performance gel wheel cleaner. Just spray it on, let stand, then rinse thoroughly. Unlike acid or lye-based products, S100 cleaner provides complete surface safety for any type of wheel or wheel finish, including those tricky anodized finishes. S100 products can be found at most bike shops across the USA and Canada.

S100, 550 E. Main St, Branford CT; 203-488-6569; www.s100.com.

Big Fat Spokes

Ride Wright Fat Daddy wheels feature triple chrome-plated spun steel rims with solid 3/8-inch spokes, matching nipples and a solid 6061 billet aluminum hub. They are sealed so you can run them without a tube. Made in the USA, these Ride Wright Fat Daddy wheels are just the thing to make your bike look like no one else's. This pair of wheels are ready for a direct bolt on...no spacing required. You say black and chrome isn't your thing? Well the Ride Wright Fat Daddy wheels can be made in whatever color combo you want. You want all black? No problem. You want green and purple? They can make it happen. The only thing you are limited by is your imagination and your wallet.

Ride Wright, 743 Dunn Way, Placentia, CA 92870; 714-993-1955; www.rwwheels.com.

Also: LifeStyle Cycles at 1534 North State College Blvd., Anaheim, CA 92806; 714-490-0155; www.lifestylecycles.com..

Billet Boys Complete Wheel Assemblies

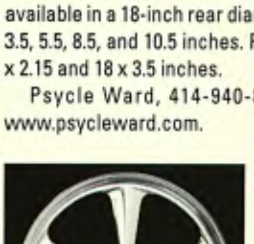
Billet Boys new billet aluminum hubs for OEM and custom applications are specially designed for high horsepower and heavy touring bikes. Using special 7075 aerospace aluminum and uniquely designed spoke flanges, they're arguably the strongest hubs on the market. Billet Boys also offers complete wheel assemblies, which incorporate their billet aluminum hubs, special heavy-gauge spokes, and the legendary Akront rims. Many sizes are available, from 16 to 21 inches and 2.15 to 5.5 inches wide. Also available with 40, 60 and 80 spokes. Call for complete details.

Billet Boys, 30872 Huntwood Avenue #10, Hayward, CA 94544; 510-471-3026, or online at www.billetboys.com.

Alpha 3-D Wheel

Psycle Ward has developed the first of more to come in its Alpha 3-D wheel line. This debut wheel has been named Asylum and features a billet design in a 5-spoke pattern. Using a patented process, Psycle Ward is able to create a true 3-D concept that highlights the full depth offered on today's wide rear wheels. Asylum is available in a 18-inch rear diameter with widths of 3.5, 5.5, 8.5, and 10.5 inches. Front fitments are 21 x 2.15 and 18 x 3.5 inches.

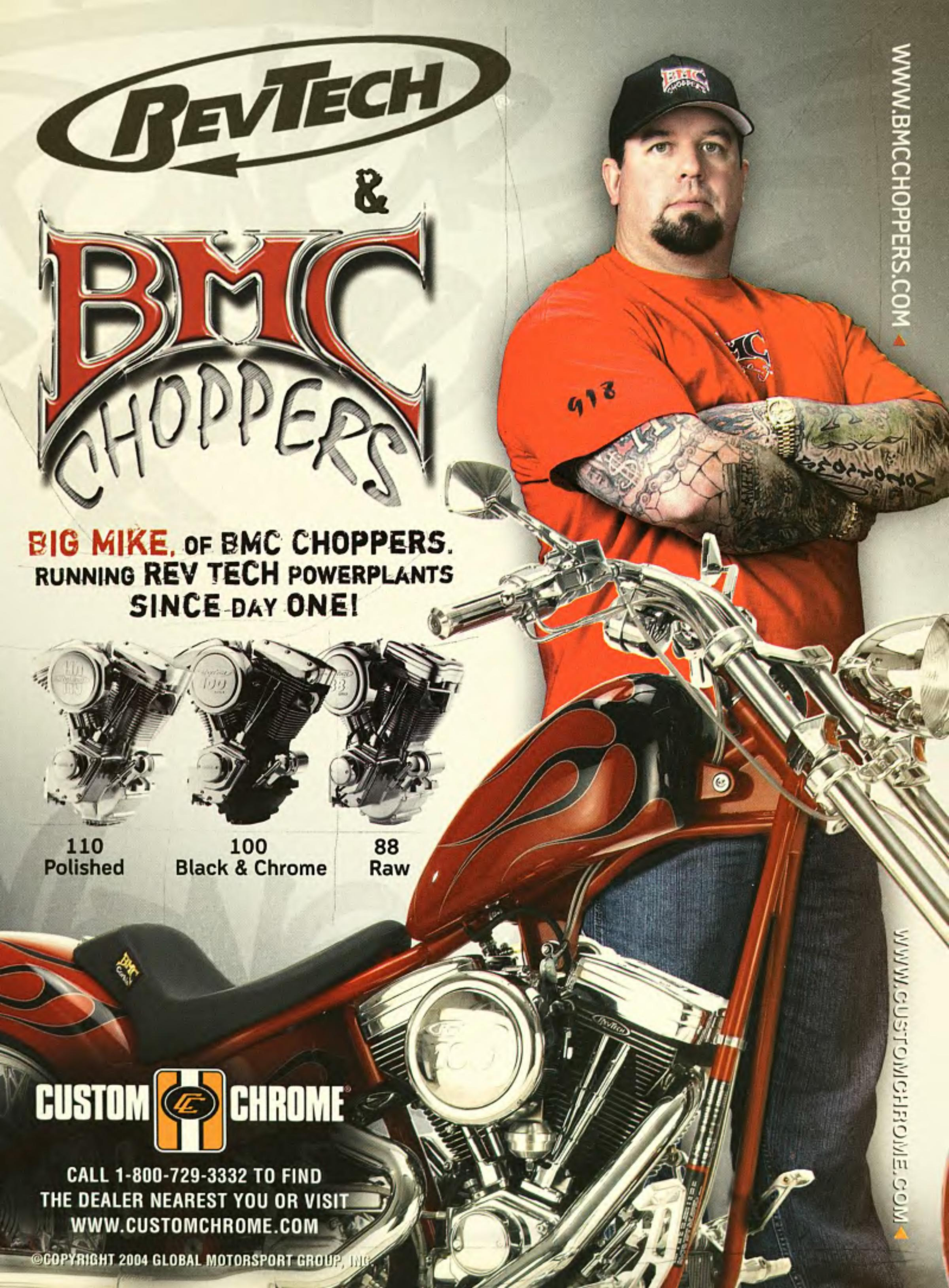
Psycle Ward, 414-940-8400, or online at www.psycleward.com.



Xtreme Machine

Xtreme Machine says they're dedicated to designing what they feel are the hottest custom motorcycle rims on the market. The Legend wheel was designed to bring back a flavor of the old-school style, with a more contemporary feel, using some of the latest machining techniques. All Xtreme Machine wheels are offered in your choice of chrome, black anodized or polished finishes; matching pulleys and rotors are also available.

Xtreme Machine USA, 2265 W. Morton Ave. Jacksonville, IL 62650;
217-291-0200; www.xtrememachineusa.com.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ReadersRides

Mike Brunson
Mattoon, Illinois
1946 Flathead

Based on what's available on television these days, one would think that the younger generation is only interested in such practical things like log-splitting Lincolns or the memorial-themed bikes the folks at OCC keep churning out.

Luckily, "Reality TV" doesn't really represent reality. Case in point: this beauty here. Not exactly pimped out, this old-school bobber is, in fact, classy, tasty and a slew of other less off-the-hook adjectives I can't think of right now. "Me and my 20-year-old son decided to put a bunch of parts together we had lying around in the garage," is how Mike cloaks in words the almost 60-year-old bobber's humble reincarnation.

So, while Mike's son, Cole, rebuilt the motor and transmission, a friend, Bob Hauerstack in nearby Allenville, pounded out the fenders. Bob Hussong painted the whole sheet metal mess, and "everything else was made to work out of our garage," Mike says. "We used an early Sportster rear brake with a 16-inch wheel and made it work with a cable system."

The front brake on the other 16-inch wheel is stock and in-between, on top of the rigid frame, a gel-filled LaPera Bare Bones seat makes riding the suicide-shifting hardtail a bit more comfortable. "It's also got an extra running/brake light next to the rear axle so the idiots in cars can see us better," Mike sums the whole thing up. *—Tripper*

Photos: Owner

Terry Loyd
Meadowview, Virginia
2004 Route 11 Custom

After 30 years of professional wrenching, Terry Loyd is well on his way to becoming an overnight sensation in the custom bike business. Although he's been in a few magazines here and there, as everybody knows, you're not really anybody until this rag mentions your name. At least that's how we feel about it.

Anyway, Terry, who owns Route 11 Custom Cycles in beautiful Virginia, has been on these pages before, so we kind of figure he must be building some pretty good rides. A closer look at this blue, chopped beauty confirms our suspicion.

Cradled in a Kraftech frame with an 8-inch stretch in its downtubes and a 38-degree rake in the neck are a 100-inch Ultima motor right in front of a 5-speed Chrome Horse transmission, giving this chopper plenty of get-up-and-go. The motor breathes out through a set of Big Growl pipes and both motor and pipes are, of course, from Midwest Motorcycle products.

Terry and his crew make their own handlebars and Terry also made the rear fender. And, oh yeah, that's a 250 tire there behind the motor. "It's not a bike we built for anyone in particular," Terry says. "We built it basically for ourselves, and some fellow from Chicago saw it and bought it."

Of course, we had some photos of the bike with a couple of girls on it, too, but I think our art director decided to keep those for himself. Anyway, just imagine the lovely Tasha (brunette) and Tana (blonde), a couple of local O'Charley's Restaurant beauties, astride this chopper in their bikinis and you'll understand why I'm thinking that Terry has indeed arrived on the scene. Next stop: a full bike feature with a naked model. And after that? Who knows? Maybe his own television series.

After all, isn't that what everybody gets these days? —*Tripper*

Photos: Owner

Jeremy Schaffrath
Renton, Washington
2004 Hardcore 2

When he was 14 years old, Jeremy says his uncle "defined what cool meant for me. He had put together a 1954 panhead. For the most part, he did it one piece at a time, getting parts from swap meets and friends, etc."

When he saw the finished bike, Jeremy apparently knew that he wanted to build his own one day. In fact, "My uncle and I had talked about building one for me, but he never got that chance. In 1994, a little after the bike was completed, my uncle laid his bike down."

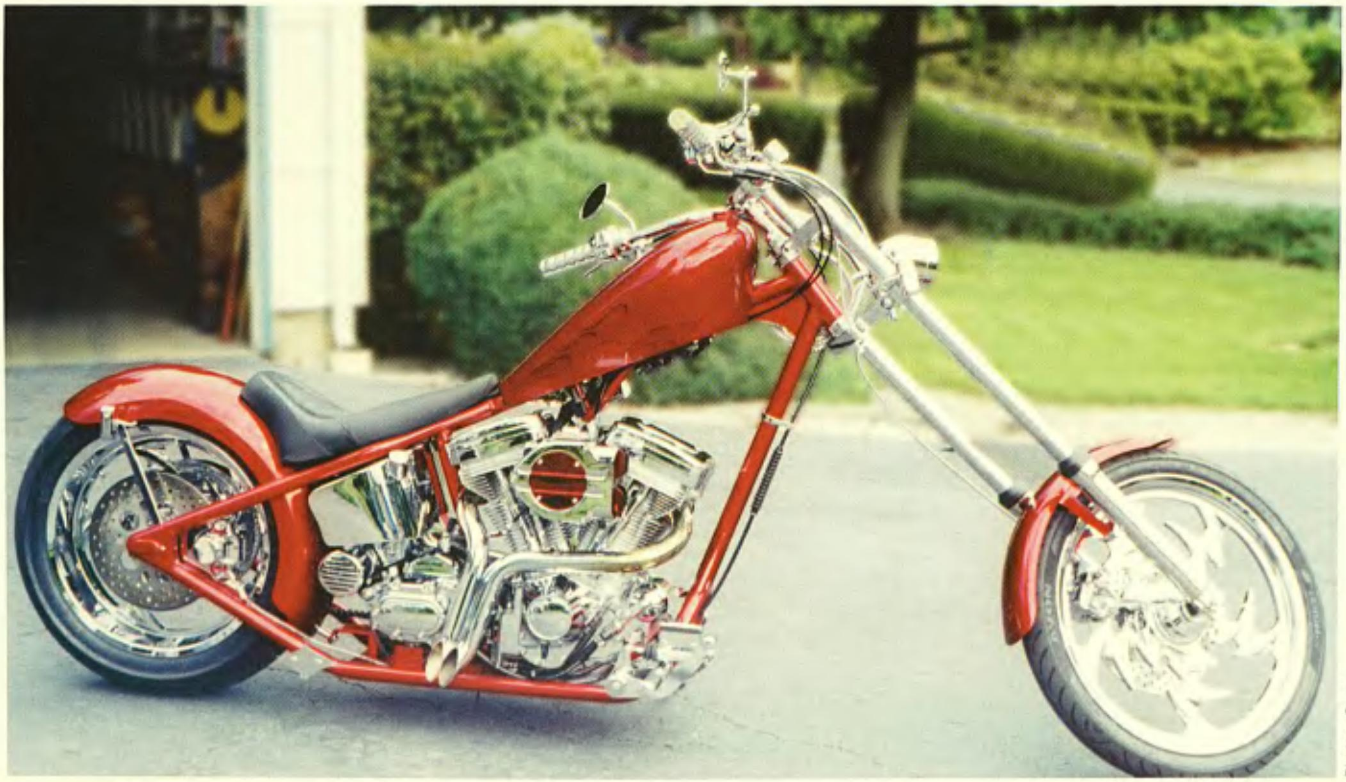
His uncle died instantly, but Jeremy continued to dream about building his own bike and kept reading this here rag, another thing he'd picked up from his uncle. "Your magazine and a whole lot of saving finally made my dream a reality," he adds.

After reading an article about how some guy put together a bike using nothing but a Custom Chrome parts catalog (well, and the occasional tool, I assume), he decided to follow suit. "With my father's mechanical experience and the help of a cool-ass local shop called Easy-Street Customs, I got started," he says. "Within three months, I had a pretty badass bike."

Some of the parts taken from CCI are the single downtube Santee frame with its 50-degree rake and 6-inch stretch in the downtube plus 4 inches in the back, a 2004 100-inch RevTech motor with 42mm Mikuni carb and Küryakyn hypercharger, a RevTech 6-speed tranny, Jesse James rear fender, CCI front fender and Jesse James West Side wheels. The folks at Air Assault painted the bike.

As could be expected, Jeremy and his dad, Jeff, had so much fun, "we're considering doing this part-time," Jeremy says. "And who knows, maybe we'll even be on your cover some day."

I suppose stranger things have happened. *—Tripper*

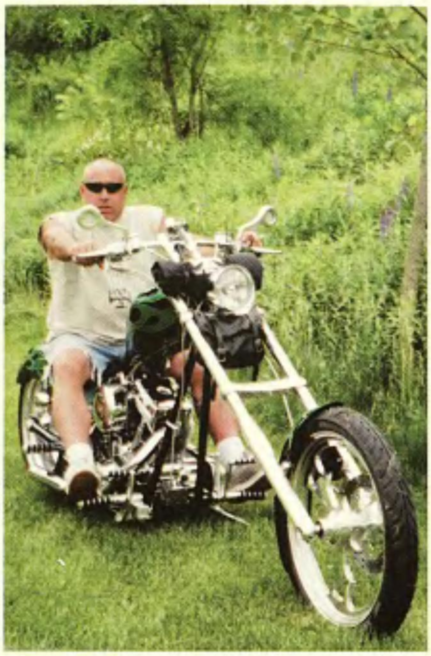


Photos: Owner

Readers Rides

Joseph Tabshey
Rocky Hill, Connecticut
2004 Custom Chopper

One of the reasons we have this section is that we want to provide some space to our readers where they can show off their rides (which is, I guess, why it's called "Readers' Rides"). These are not gazillion-dollar show bikes put together by well-known professionals. For the most part, these bikes are put together in the owner's garage, if he has one, or in his living room, if he doesn't. Parts are sometimes scoured at swap meets, sometimes made from what's been lying around in the backyard and more often than not, the owner had to scrimp and save and sacrifice to get his true love primed and ready for prime time. Meaning, us.



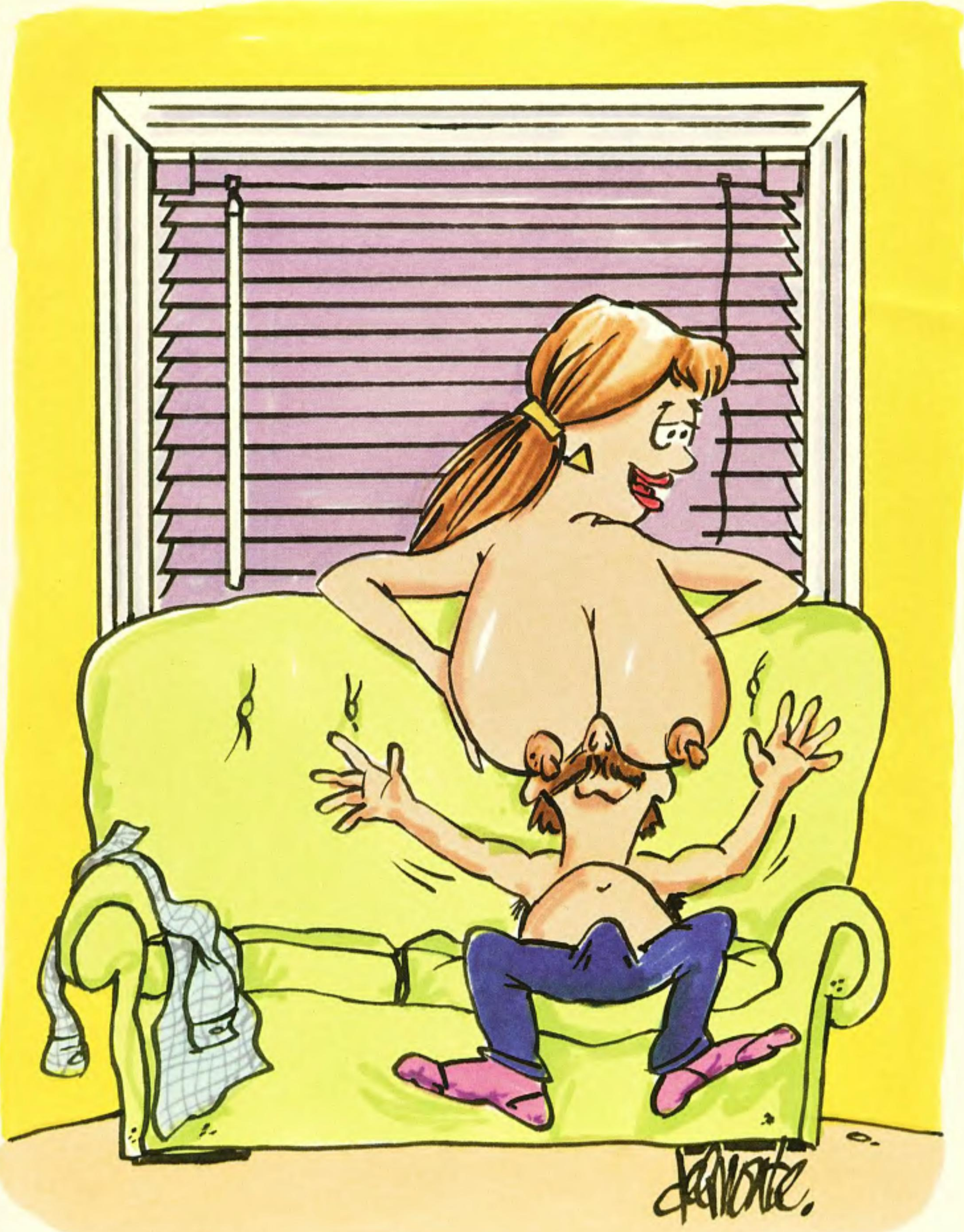
Here, you can read of the blood and sweat and the toil and trouble these hardy souls have sacrificed and endured to get their 15 minutes of fame. Some have lost their houses over something like this, or their wives and girlfriends, or all three. No matter how you look at it, pain and suffering seem to be part and parcel of the progress of getting the true love of your life onto these pages. And that's why Joseph's story is so refreshing.

"Well, we went to Daytona for Bike Week and stopped in at the Arlen Ness dealership on Beach Street," he begins his rather short tale, "and traded in a '99 Ultra Groundpounder for this beautiful machine made by Hellbound Steel. Model is The Wicked. I guess that's what a chopper shop will sometimes make you do—crazy things."

Well, Joseph, thanks for sharing. And I couldn't have said it any better.

—Tripper

Photos: Owner



"You know what I like about you, Martin? You're so easily entertained!"

With its new Springer Softail Classic, Harley-Davidson reaches deep into its ample history top hat and pulls out an almost magical combination of heart-tugging nostalgia and modern technology. No need to get misty-eyed, however, as this pretty piece of engineering is equally at home flying along an open highway, squeezing through crowded city streets, or putting leisurely down memory lane.

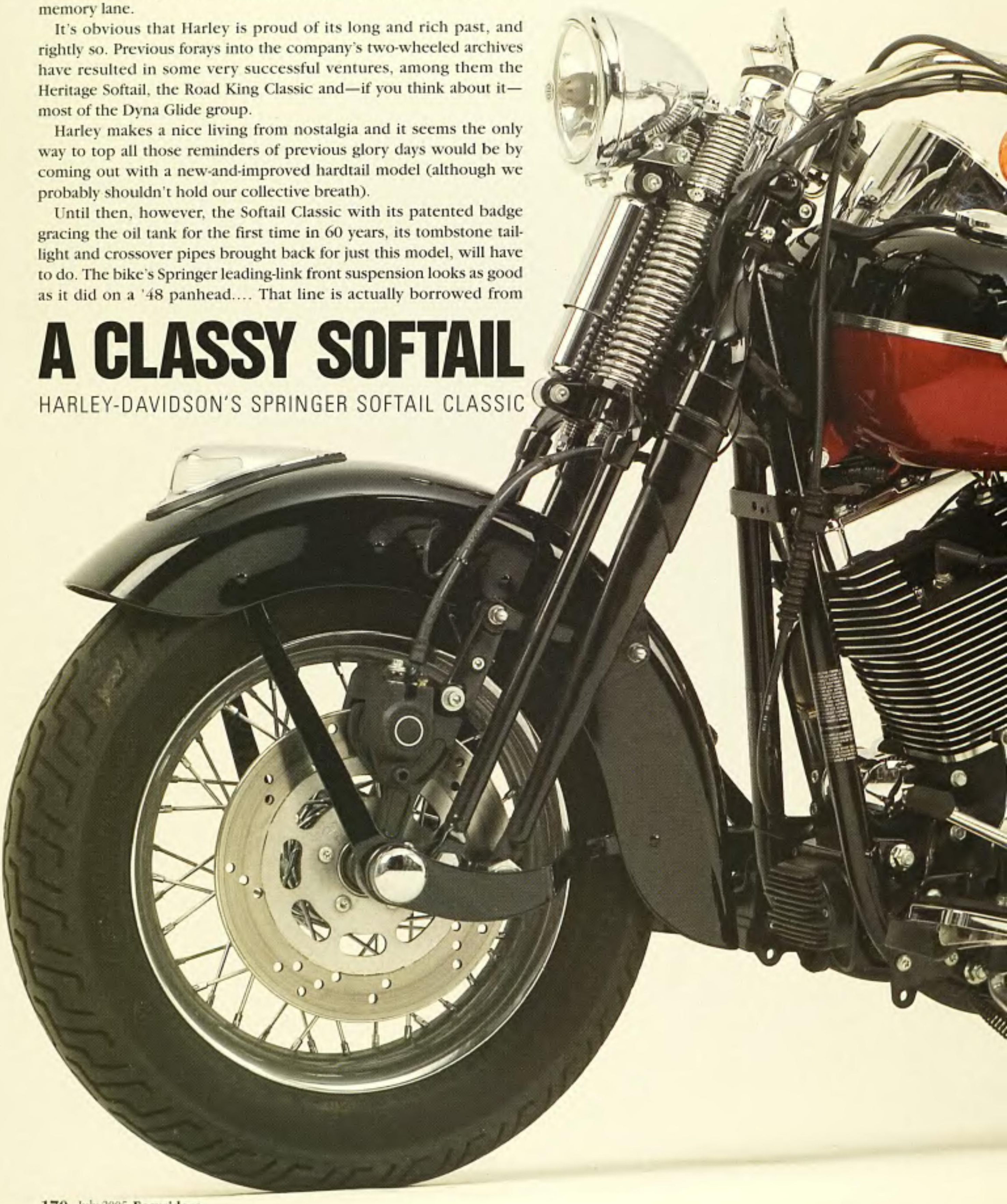
It's obvious that Harley is proud of its long and rich past, and rightly so. Previous forays into the company's two-wheeled archives have resulted in some very successful ventures, among them the Heritage Softail, the Road King Classic and—if you think about it—most of the Dyna Glide group.

Harley makes a nice living from nostalgia and it seems the only way to top all those reminders of previous glory days would be by coming out with a new-and-improved hardtail model (although we probably shouldn't hold our collective breath).

Until then, however, the Softail Classic with its patented badge gracing the oil tank for the first time in 60 years, its tombstone taillight and crossover pipes brought back for just this model, will have to do. The bike's Springer leading-link front suspension looks as good as it did on a '48 panhead.... That line is actually borrowed from

A CLASSY SOFTAIL

HARLEY-DAVIDSON'S SPRINGER SOFTAIL CLASSIC



Harley's own PR piece on this bike, but I liked it a lot, so there.

Somewhat less nostalgic, however, is the Classic's 88-inch Twin Cam powertrain, which is available with a carburetor or electronic fuel injection. For our test ride purposes, we chose the EFI version and we weren't disappointed, mainly because we knew what to expect. After all, while some of the technology on Harley's motors does feature some new technical advances, the fundamental V-twin motor has been the same for the past, oh, I don't know, century? Well, it seems that way, anyway.

So you sit in the leather-detailed saddle and grab the pulled back beach-style handlebars. Your feet rest comfortably on the big floorboards, and particularly your right leg feels very good, because despite all the nostalgia underneath your butt, you didn't have to kickstart your ride. Thus, with plenty of energy left, you swiftly glide through the sound bits of admiration being tossed at you from all sides.

"Beautiful!..." "Cool!..." "Awesome!..." As much as you might like to take these incomplete comments to heart, deep down you know, they're all directed at your motorcycle. Oh well. You easily shift into 5th gear, twist the throttle and give the adoring crowd a long and longing look at your best side, framed very nicely by the classy Softail Classic. *—Tripper*

General
Manufacturer: ......Harley-Davidson
Year: 2005
Model: ....FLSTCI
Assembly: ....Harley-Davidson

Engine
Year/model: ....2005 Twin Cam
Builder: ....Harley-Davidson
Ignition: ....Harley-Davidson
Displacement: ....88 cubic inches
Bore and stroke: 3.75 x 4.00 inches
Cam: ....Harley-Davidson
Intake: ....electronic sequential port fuel injection (ESPFI)
Pipes: ....black-and-chrome crossover duals
Compression Ratio: 8.9:1

Transmission
Year: 2005

Gear Ratio (overall)
1st: 10.110
2nd: 6.958
3rd: 4.953
4th: 3.862
5th: 3.150

Painting
Color: ....yellow pearl
Special paint: ....black powdercoated motor

Frame
Type: ....Softail
Rake/trail: ....32 degrees/6.3 inches
Stretch: ....none

Accessories
Handlebars: ....Beachbar
Instruments: ....electronic speedometer, odometer, resettable trip meter, oil pressure and engine diagnostics indicator lamps
Oil tank: ....under seat
Oil system: ....3.5 quarts
Seat: ....one-up/two-up
Mirrors: ....Harley-Davidson
Grips: ....Harley-Davidson

Front end
Type: ....Springer, powdercoated
Builder: ....Harley-Davidson

Wheels

Front
Type: ....steel-laced
Size: 16-inch
Tire: MT90B16 72H
Brakes: ..11.5-inch x 0.2-inch dual

Rear
Type: ....chrome cast slotted disc
Size: 16-inch
Tire: 150/80B16 71H
Brakes: ......H11.5-inch x 0.23-inch
Unique features: ....floorboards, FL rear fender, tombstone taillight
Photos: ....Rick Hustead

ComingAtYa

Easyriders (No. 386) is a sizzlin' August treat filled with wild custom scoots and babes. Check out sexy sleds by Donnie Smith, Shane Gatto, Dave Perewitz, Denver's Choppers, Jose de Miguel and we'll test ride a wicked little mini-chopper.

We'll hit the Vegas Spring Run and other Laughlin alternatives and drop in on Billy Lane's birthday party. Discover our list of the Top Ten Bikes of 2005 and see the latest bikes by Pro-One. You'll also rub elbows with legendary painter and chopper builder, Yosemite Sam.

In the tech shed we'll show you the new wide-tire kit from Baker and bring you a Guide to Hop-Up parts!

On the newsstands, you'll get an extra 32 pages of important info in our annual, one-stop Sturgis Survival Guide. *On sale July 5th.*

The jubilant July issue of *V-Twin* brings you 10, yes, TEN incredible custom motorcycles as well as all the action and fun of the Lone Star Bike Bash in Galveston, Texas, Puerto Rico Bikefest and the Steel Pony Express in New Orleans! Discover why carburetors SUCK, get great aftermarket Guides to Wheels, Tires and Brakes offering over 60 new products for your bike. Plus, meet master bike builder Aaron Greene, visit Panoptx and go Behind the Scenes at Fat Katz. Check out the latest from KC Creations and get more new Product Reviews than ever. On the newsstand you'll also find a very cool calendar poster suitable for hanging on the garage wall.

On sale June 14th.

Biker's July issue brings you P.B. Choppers' entry for the *Biker* Build-Off competition in Sturgis, and *Penthouse* Pet, Jessi Capelli. On the newsstand the 48-page outsert Biker Parties calender. *On sale now!*

December's *In The Wind* (No. 123), brings you the results of our Motor City search for jailbait with a chop built by Dave and James Kaye—the Detroit Bros. And, a 32-page outsert featuring the Best Babes of 2005, on newsstands only. *On sale August 30*

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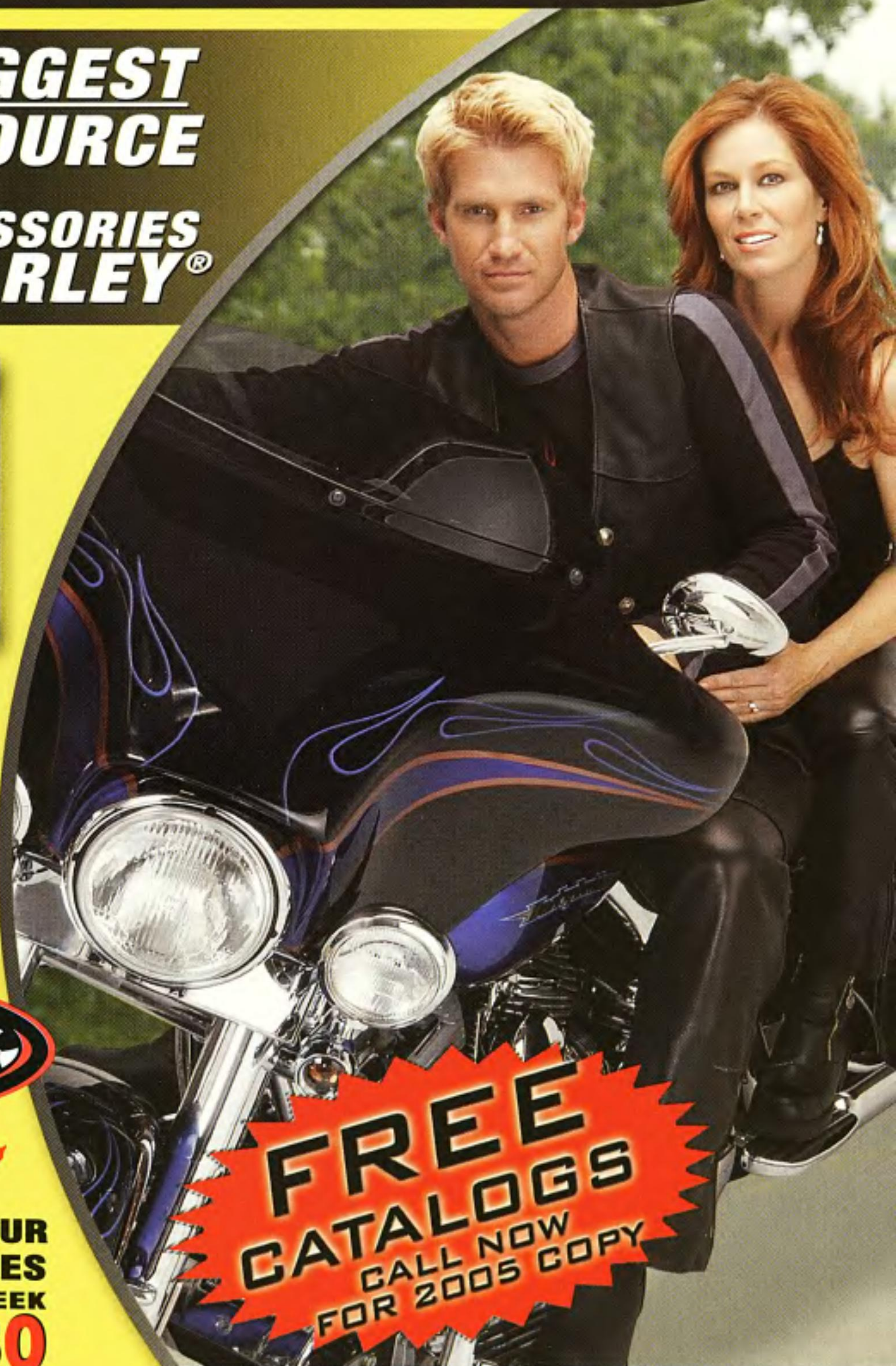

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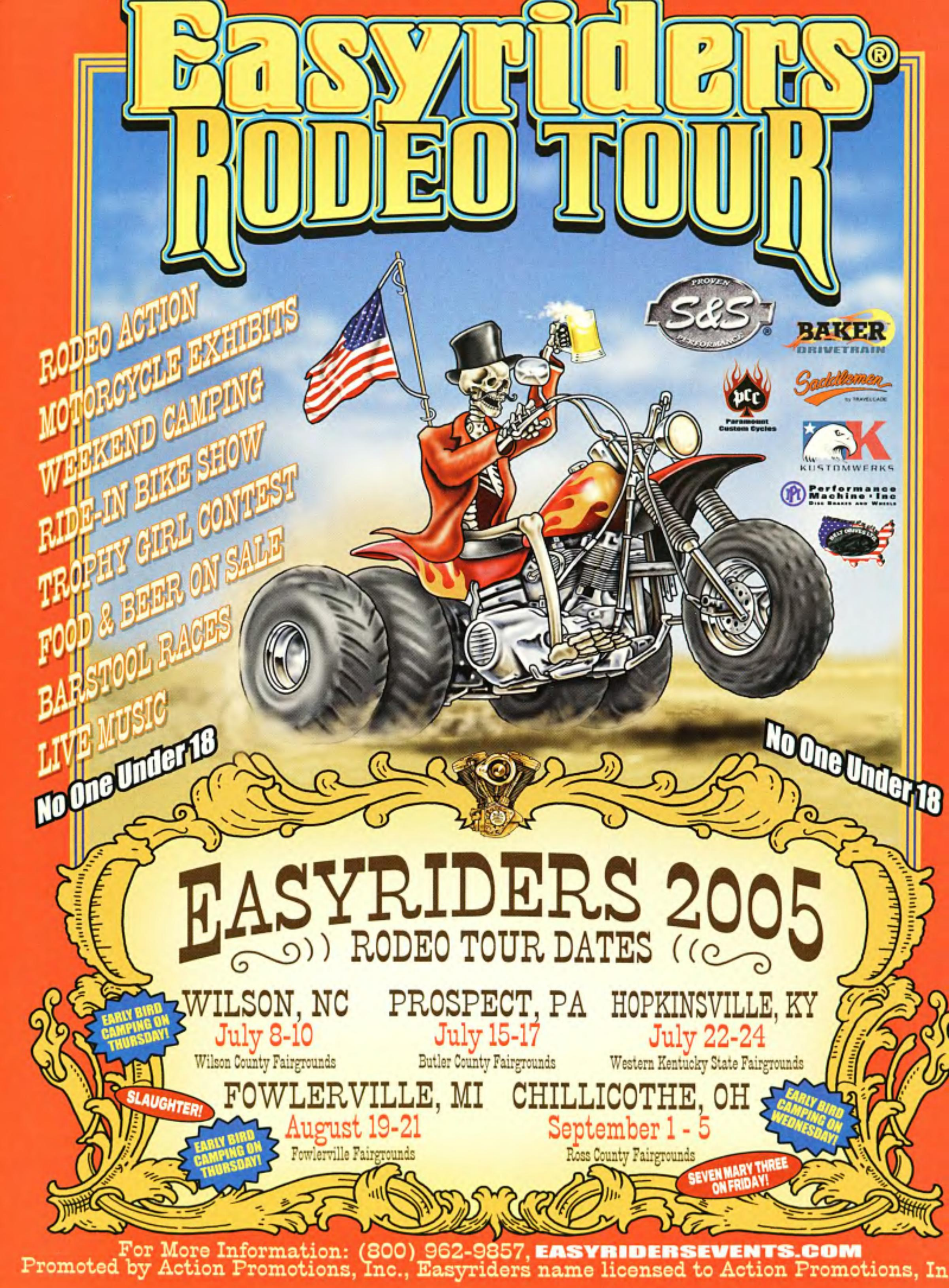
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